

Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC.

JUNE 10, 1946



British Jet Wing: An example of British concentration on jet engines, as well as advanced aerodynamic structures, is jet-propelled flying wing, DH Swallow, being readied for its test flight. This is a radiophoto by Acme Newspictures. For other British jet developments, see Page 12.

CAB Defines Unscheduled Service; Finds Violations

Trans-Marine and Page ordered to desist; four decisions widen Federal authority.....Page 7

CAA Fostering Crosswind Landing Gear Experiments

Fairchild and Goodyear developing castored wheels under Government contract.....Page 14

First Sweepback Wing Data Reveal Supersonic Needs

Many new problems of structure, control, and stability are created.....Page 19

Airline Preferred Stocks in Significant Shuffles

Fairchild calls for redemption of convertible issue; Piper offers new stock.....Page 27

Scores of New Airlines Plan to Start Before Aug. 1

Indications are that many new non-sched outfits intend to beat deadline.....Page 31

Southeast Feeders Expansion Urged for 9-State Net

CAB examiners recommend certification for new services by established operators.....Page 34



TWA TRANS WORLD AIRLINES Uses VICKERS Hydraulic Equipment On its LOCKHEED CONSTELLATIONS

Diamond below are various types of Vickers hydraulic units used on Lockheed Constellations now flying for TWA.

Vickers Variable Volume Positive Displacement pump automatically delivers volume of fluid required by main hydraulic system—never in excess of fluid pumped. An integral pressure control automatically and continuously maintains the desired pressure independent of varying volume demand and of engine speed. Volumetric efficiency and overall efficiency are very high.

Vickers Hydraulics. Motors are used for wing flap operation because of their high starting and running

torque. They can be stopped accurately to position . . . no clutches or brakes are needed. The very low inertia of their starting ports permits instantaneous starting and stopping. They have exceptionally high horsepower-to-weight ratio.

Vickers Relief Valve, Unloading Valve, and Accumulator are used in the auxiliary flight control booster system. Relief Valve has a pilot operated piston resulting in smoother operation and greater accuracy. Accumulator has a very high volume/weight ratio. Write for Bulletin 45-41 for additional information.

VICKERS Incorporated • 1404 OAKMAN BLVD. • DETROIT 32, MICHIGAN

Engineers and Builders of Oil Hydraulics Equipment Since 1921

1012



VICKERS
UNLOADING VALVE

VICKERS HYDRAULIC
MOTOR TYPE 7000

VICKERS
ACCUMULATOR

VICKERS VARIABLE VOLUME
PUMP TYPE 7000

VICKERS BRAKE
VALVE

THE AVIATION NEWS

Washington Observer



ATOMIC POWER FOR AIRCRAFT—Although details have been top-secret, specific preparations are underway in Washington toward a comprehensive long-term study of the possibilities of using atomic power to propel aircraft. No predictions are being made on possibilities of success, or the time likely to be needed, but a survey is beginning which will probably result in nothing more than planning an agenda for perhaps six months.

BISSELL ON TACTICS—Maj. Gen. Clayton L. Bissell, former Commanding General of the 10th Air Force in India, has been appointed U.S. Military Attaché for Air in London. His responsibilities at the old Air Corps Technical School point the General's inventive genius during the early '30s when he suggested that it was no longer practicable for fighters to shoot down bombers and advocated a device that enabled fighters to burn iron bars linked with chains at bombers hoping to find their propellers. Gen. Bissell was also Chief of Air Force and General Staff Intelligence during the war.

STEAMSHIPS TO FIGHT ON—At least one steamship company already makes in the Latin American case to have the steamer to the rescue in the event of the preceding a-hazard and the opinion expressed. The Sea-Air Committee will soon add new members who will be in charge of a program to



STEAMSHIP RESCUE VESSEL

contact Latin Congress an explicit expression of policy on the right of U.S. shipping lines to participate in overseas air operations. Steamship significance in the Atlantic and Pacific cases are extremely persuasive over their proposal. Steamship lines have signed a drawing with the label "Steamship Must Grow Wings" for their campaign.

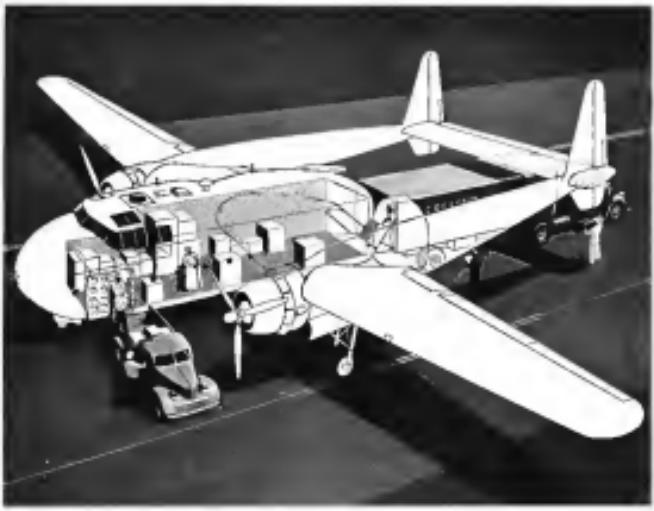
AIRLINE CHIEFS TO TESTIFY—A strong case was made last week to postpone hearings on Sen. McCarran's revised "All American Flag Line" Bill, scheduled to start June 17. An impressive list of aeronautical opposition witnesses have already requested to appear at the hearings, including Joseph C. Con-

stantine, Airline Committee for U. S. Air Policy, and also top officials of domestic airlines. Capt. Horace of Northwest, Eddie Kickenbacher of Eastern, C. Biddle Massie of PCA, C. R. Smith and Ralph Damon of American, Jack Foye and T. B. Wilson of TWA, T. E. Beale of Braniff, and G. T. Baker of National.

RESEARCH CUT—Despite the fact the importance of research is agreed by many Congressmen, the fiscal 1947 \$397,000 budget for the Office of Scientific Research & Development, which played the key role in wartime research, is a startling contrast to ONSRD's 1945 Appropriation of \$70,000,000. Meanwhile, there appears little likelihood of Congress enacting legislation setting up a permanent national research foundation, proposed by ONSRD as its successor. In view of a lagging of interest, Senate action on the Magnus-Kallege Bill, establishing a national research foundation, appears improbable, and House action even more improbable.

AAF AGAINST TRANSPORT "INTEGRATION"—Army Air Forces has injected itself for the first time into the current mix of long-sessions of various models of transporation, being vigorously pushed by the railroad-dominated Transportation Association of America. Testifying before the Merchant Subcommittee, AAF Gen. Carl Spaatz said Steamship had raised defense interest demand not only interest of air transport from control by older forms of transportation media, but reverse regulation as well—interfering with air transport with rail or maritime transport would hinder its development as essential to the national defense. Spaatz asserted, having specifically at the proposal of Chief of Naval Operations for Air, Adm. Chester Nimitz, for the creation of a board which would write out an over-all national transport policy, dealing with surface as well as air transport.

NORSTAD APPOINTMENT DEFENSIVE—Indra-ny and AAF, while gratified by appointment of Maj. Gen. Laurin Norstad, Assistant Chief of Air Staff for Plans, as Assistant Chief of Army General Staff for Operations, are also greatly disturbed. They are a parliamentary move by the War Department to "munge" the AAF into the Army staff as a defensive tactic against creation of a separate air force. Norstad has been carrying the ball for the AAF on legislation, but with that plan now steadily dead, there is bound to be a demand for establishment of an independent air arm. If Army big-wigs could convince Norstad that AAF's future would be brighter if it remained as it present status, more for a separate air force would suffer.



The INSIDE Story of the Packet

Speed creates profits for air cargo operators—speed on the ground as well as speed in the air.

Fairchild engineers, planning the Packet to carry cargoes that no other transport can handle—made looking and storing easy. They spaced the fuselage. They gave it straight sides, a level floor and horizontal ceiling. They split the fuselage tail into two doors which open the full width of the hold. They placed another door forward for access to up-front space.

The result is an air freight transport that is easier to load than a boxcar.

Cargo can be walked directly from truck or loading platform straight into the hold—no right angle

turns—to its allotted place on the floor. Straight-sided corners swing up to the Packet's straight-sided walls like building blocks. Cargo can be loaded down quickly to the required tail-down fittings, placed every 20 inches on a floor designed for heavy loads.

Here, then, are facilities for speed on the ground, vital factor in the distribution of perishables, a major element in the establishment of profitable air cargo operations.

That is the inside story of the Packet. Fairchild engineers have again achieved "the touch of tomorrow" in a plane built expressly for the dawning age of "flying freight."

Fairchild Aircraft

Divisions of Fairchild Engine & Airplane Corporation, Hagerstown, Maryland

VOLUME 5 - NUMBER 22

Aviation News
McGraw-Hill Publishing Co., Inc.

JUNE 18, 1946

CAB Defines Unscheduled Service; Finds Two Carriers in Violation

Trans-Manee and Page Airways ordered to desist, four decisions widen scope of Federal authority over all lines.

The Civil Aeronautics Board announced last week a new definition of non-scheduled air carrier operations and thereby made mandatory an immediate change in the character of non-scheduled service as affected by the non-scheduled lines. At the same time, it postponed adoption of certain regulations until the industry can be consulted.

In one of four separate actions the Board did make one change, however, in the existing order (Section 201.2) under which non-scheduled operators are exempt from economic regulation. The amendment requires immediate registration of non-scheduled carriers and, together with the previously-issued Part 6 of the Civil Air Regulations (Aeronautics, May 22), effective Aug. 1, brings all non-scheduled operators under similar Federal surveillance.

By a narrowing of definitions, bolstered by several decisions against Page Airways and Trans-Manee Airlines, the Board set forth a philosophy that will bring under economic regulation many carriers hitherto operating as non-scheduled lines and can be expected to have some effect on business.

Non-scheduled service, CAB decided, has for years been effective, resulting from merely the absence of published time-tables.

"The irregularity contemplated for exemption," the Board's opinion declares, "is not that which does not, either directly or indirectly, lead the public to believe that between given points a reasonably certain number of flights per day or per week, or flights at approximately certain times or on certain days, may be anticipated with a reasonable degree of assurance."

The Board found if "devises that share a general custom or practice a fairly consistent course of conduct may evolve, as well as through a pre-determined arrangement

ment, and it need only be uniform to the point of suggesting a moderately consistent service in order to be precluded from the scope of the exemption order." The irregularity exemption can only be relieved by care and judgment of the Board between the same two points and must be of such rarity and infrequency as would preclude any implication of a uniform pattern or normal consistency of operation.

The opinion also dealt a serious blow to non-scheduled carriers of cargo. Recognizing that its interpretation of the term "non-scheduled" would preclude the operation of a cargo service between major cities "with sufficient regularity to attract shippers," the Board commented: "However, we are not convinced

that the regulation should preclude otherwise."

In effect admitting it desired to protect certificate carriers pending hearing on 9000+ applications by now current, the Board said there are "few instances in the air transportation pattern where service is not now available by certificate carriers between major cities. The non-scheduled . . . authorizes the transportation of property without any limitation. This is the only equipment in the development of cargo service to contrast with air express, have been severely restricted in the past years, and it only recently that equipment in any quantity has become available to them."

Citing an examiner's recommendation that the "non-scheduled" limitation be removed from earlier giving service between points where reasonably direct air service is unavailable, CAB pointed to its decision in the most recent case in which local air services had been authorized.

(Turn to page 31)

Create Two Classes of Carriers

Two classes of non-scheduled air carriers are proposed for under the proposed amendment of Section 201 of the Civil Aeronautics Regulation now being circulated for public comment. The amendment would create two classes of non-scheduled operators:

Class A Non-Scheduled Air Carriers to include operators utilizing aircraft with a total gross weight exceeding 10,000 lb. or more single aircraft or aircraft with a gross weight exceeding 6000 lb.

Class B Non-Scheduled Air Carriers to include all other non-scheduled operators.

The amendment would require that each Class A carrier be registered with the Board, name and rates charged, keeping the tariff available for public inspection, charged only the rates specified in the case of operations between the continental United States, Mexico and Alaska. This would mean that service to other foreign and overseas points could henceforth be conducted only with CAB certificates of public convenience and necessity.

The Board found that "the proposed amendment should be submitted to CAB in writing before July 31."

Major Airlines Gird for Battle With Non-Scheds Over Cargo

American faces carriers with new air freight division headed by Western, fareline tariffs and joint cargo corporation proposed to meet competition.

Signs were plentiful last week that the scheduled airlines are preparing for a full-scale competition with non-scheduled operations over the nation's air freight business, as indicated in news reports (May 18) in *AVIATION NEWS*.

British step was inauguration of a separate contract air freight service by American Airlines, which some observers saw as a test operation which may determine the course of other operations. American has filed for a non-scheduled operating certificate under Part 42 of the Civil Air Regulations.

Western Air Lines also is considering establishment of a similar separate division, and other major operators are contemplating the same move.

Study Joint Plan.—At the same time, a committee of Air Cargo, Inc., was studying the feasibility of a joint corporation, underwritten by the scheduled airlines, to operate non-scheduled cargo services on a nation-wide scale. The committee was about ready to report to the trustees as stockholders in Air Cargo.

Although some observers discounted an immediate industry-wide project in the future, there were other indications that the scheduled carriers are paying close attention to air freight operations abroad, particularly in the United States, where the operators may be expected to place increasing stress on their established ability as common carriers.

An interline agreement covering publication of consolidated air freight tariffs is being circulated among the carriers, and probably will be submitted to CAB for approval about Sept. 1. Under it, scheduled carriers will seek to eliminate unnecessary variances in air freight rates, regulations, practices and services.

Will Spread Costs.—The arrangement will spread the burden of cost of publication of tariffs and should result in a generally uniform rate, although each line will determine what rates, rules and regulations will apply over its own system. Making of interline agreements will be facilitated.

Virtually all lines carrying or planning to carry air freight—about 10 to 12—are expected to participate, with the exception of Northwest Airlines, which received a last-minute waiver of its arrangement with the Bureau of Airports (Aviation News, May 6). Although the TPA filed its application to become effective June 1, the CAB informed both the agency (in this case the carrier) and the service (whose status it was to seek), that the Board could not approve the agreement unless the tariff was submitted.

More reason given was that the agreement would violate the existing exemption order under which RRA is an air express carrier. CAB, citing RRA's present predominant position, suggested that the agency might fail in its obligation for a certificate of public convenience and necessity, both as to express and freight.

Both parties asked the Board for a hearing on the agreement, and CAB undoubtedly will grant it. The Board has under advisement a request that RRA and SWA be allowed to operate under the agreement during pendency of the proceeding, but here CAB approval was more doubtful, since to permit such an interim operation would imply a change of stand on the agreement.

The outcome contains a provision that its validity is subject to Board action on the agreement.

Interline Rates.—One recent sign of the roadway toward uniform tariff lists in the filing by TWA of a revised single-class freight tariff, to become effective June 30, in which interline rates are offered with British Airways, Continental Air Lines, Western Air Lines, and Western's Island division. Western announced simultaneously that it had filed a system-wide air freight rate class tariff containing all points in its system and that of its sister, Ireland Air Lines. This rate will be effective June 30.

These immediate developments, however, were overshadowed by American's ongoing development of the non-scheduled field. The carrier was reported ready to add this type of service to its sys-



Air Freight Committee. What may be a step in defense against encroachment of non-scheduled air freight operations developed when TWA filed a single class tariff with CAB in which point rates are offered, effective June 30, with British, Continental, and Western. Covering 22 cities, the agreement is based on an air freight rate of 27% over present rates. Each of the three will accept air freight for handling and delivery to points served by either of the others. On a "space available" basis, the cooperative rate between Los Angeles and New York will be \$23.62 per 100 lbs. The comparable air express rate, without space availability stipulations, is \$33.63. Photographed in conference at Los Angeles when the rate confirmation was announced, left to right: George E. Ross, Director, Director of Air Lines, American Continental Air Lines; M. E. Johnson, Western Air Lines manager of tariffs and contracts; and W. B. Price, Kansas City, TWA's director of air

ton under direction of James A. Western, whose resignation July 1 as American's cargo sales manager was announced recently.

Western has been drumming up business as the west coast for the proposed new enterprise, according to airline cargo men. His former job will be taken over by E. J. Miller, director of cargo sales. Miller has been director of air traffic control for TWA.

In addition to Western, the general manager, offices of American's new contract air freight division will be William H. Hagan, director of operations; Doron Spatz, director of maintenance; E. C. Miehle, western manager; Ross

Ashley, chief pilot; and Lucy Dierks, director of public relations.

Service was set to start today, June 16, with six C-46s now held by American. No rates are being quoted, and terms will be negotiated on all contracts. Headquarters of the division will be at Rosemont Field, St. Joseph, Mo., just leased by the division and chosen because of its central location with respect to markets.

Operations on the West Coast will be the division had applied to CAB for an operating certificate under Part 42 of the Civil Air Regulations, and also was filing with CAB under grandfather provisions for certification as a non-scheduled air carrier as of Aug. 1. (In Washington bases and materials are being prepared by CAB for application for operating certificates under Part 42.)

American is alone in the venture, and no company offered bids that were acceptable. The CAB has not yet decided on a date for a hearing on the application. Yet other airline officials are said to feel in some industries that their regular operating staffs, imbued with established operating methods, might be unable to do an aggressive job on contract freight rates, and a separate contract air freight division is the logical answer.

Notchup as a joint operation. To operate a non-scheduled cargo service over irregular routes, however, some form of joint venture, or joint action.

The belief is spreading among the scheduled operators that a majority of the non-scheduled companies that have sprung up since the war will fall through their own business incompetence within the coming year.

There is a strong inclination by the scheduled carriers to use their own tariff schedules quoted and keep their own rates and direct communications with the non-scheduled lines.

Many interested in the situation have been inclined to await decisions by CAB, which has been due for some time, on economic regulation of non-scheduled carriers. They feel that the imposition of tight regulations comparable to those levied upon scheduled companies will be as effective as a "tax war" and less messy, in getting rid of all but the hardiest of the non-scheduled operators.

The scheduled carriers believe that through their common status as common carriers they have a strong selling point with which to offset non-scheduled competition.

The committee of Air Cargo, Inc.,

which has been studying the matter with interest, consists of Paul H. Bratton of Eastern, Leigh C. Parker of Delta, and Dr. Louis C. Sorrell, head of ATA's Economic Research Department. Charles A. Shumate, who resigned recently as ATA's vice-president in charge of sales to firms in his own firm of aviation consultants, also was a member, but the committee's report is in an early compilation, so doubtful this vacancy will be filled.

Spokesmen for AAF Plead for Air Board

Spots Syringes call for passenger National Aviation Council in Mitchell Bill hearing.

Under Secretary of War for Air, W. Stuart Syringes, and Gen. Carl Spaatz, chief Army Air Forces, called for creation of a permanent National Aviation Council to formulate air policies for commercial and military aviation, in testimony before the Mitchell subcommittee last week.

Executive officers of the proposed NAC would be a chairman, appointed by the President, and a secretary, appointed by the chairman. The Council would be composed of six non-member government working board, and a ten-member advisory board. Members of the working board would be representa-

tives of the State, War, Navy, Commerce, and Post Office Departments, and the Civil Aeronautics Board. The advisory board would be made up of representatives of education, labor, private flying, research (National Advisory Committee for Aeronautics), civil aviation, aircraft manufacturing, and four members of legal, as the suggestion of Sen. Elmer C. Caphart (R., Ind.). Syringes endorsed legislation of a representative of the Federal Communications Commission on the working board.

Navy Object. The MAC proposal, introduced to the Joint Committee on War Emergency Stampers, was laid before the Air Coordinating Committee, Spaatz said, but tabled because of the opposition of one MAC member.

Syringes and Spaatz urged two fundamental objections to the non-member National Air Policy Board proposed in the Mitchell bill, which would write out a national air policy in the course of three months and then disband.

First, as failure to include representatives of government departments concerned with aviation in the membership. Second, as temporary nature.

"The government agencies interested in air power and private exports on various aspects of air power must work together as a team to facilitate air policy," Syringes declared. "Decentralized



SHOOTING STAR ENGINE CHANGE:

One of the features of the AAF's recent "Project Comet" in which 25 Shooting Stars flew across the continent and returned to their California bases was this demonstration of changing a jet engine on one of the aircraft. Spare engines and maintenance crews were carried in Fairchild C-112 Packets. The change of jet units was made in a matter of minutes.

British Push Jet Development In Campaign to Gain Air Lead

Import German scientists to replace Whittle group; Plan trans-Atlantic jet mail plane and produce new heat-resistant metal for turbine blades.

By WILLIAM KROGER

In an effort to retain and make an even greater claim to world leadership in development of jet and gas turbine engines, the British have undertaken several significant moves which lead point to recent official statements that all military and commercial aircraft of Great Britain will be jet-propelled.

Following the resignations of Air Commander Frank Whittle, developer of the turbine engine, and 16 other Government technicians, the Ministry of Supply has filled their places with 38 German scientists.

Minister of Supply John Wilson has also reported on the development of a new metal, of superior heat-resisting abilities, for turbine blades, which will make possible greater blade speed and consequently greater thrust.

Propose Jet Mailplane—Another indication of British advances in the field of jet propulsion is the proposal of Miles Aircraft Co. to the General Post Office for the construction of a jet-propelled version of the Lockheed Electra. It will carry a dozen and one-half passengers and service between London and New York.

Air Commander Whittle and his associates resigned from Power Jets Research and Development Ltd., in one of the most significant controversies the Labor Government had in its anti-aeronautical program. Power Jets was the outgrowth of a private company formed in 1936, but in which Whittle had shared in trust for the Air Ministry.

The company was disbanded in 1946, and only half the board of directors was appointed by the Government, and the managing director also was an Air Ministry man. Despite this, the engineers such as Whittle had complete freedom of experimentation.

Government Controls Firm—Early that year, the Government took complete control over Power Jets, put it under the Ministry of Supply and changed its name to the National Gas Turbine Establishment. That was when Whittle and the others resigned.

five-eighths scale model of the intended plane, with conventional low-powered Gipsy Moth engines.

According to the designer, George Miles, installation of three Whittle jet engines or two of the German V units which power the Messerschmitt Me 262 would enable the full scale version of the Liberator to cruise 3,000 miles at 400 mph at an altitude of 26,000 feet.

The 4,000-lb. axial payload of the craft would be modest under concession into aluminum containers. Operating costs, Miles claims, would be about 17 cents per ton-mile.

Jet, Rocket Advances Marked in AAF Show

Striking new craft and engines displayed at 39 world records reported, and for development funds needed.

A rocket-powered Bell XB-11, first American plane designed for transonic and supersonic flight, is expected to make record attempt to hurdle the speed barrier as a significant step in AAF's extensive postwar development program for high-speed jet-propelled and rocket-fighting planes and guided missiles.

The Messerschmitt jet last week at Wright Field gave glimpse of its future program at a national press conference. Also revealed was the setting of 30 new world records by American military aircraft.

These disclosures heavily emphasized statements by top AAF research and development men, Maj. Gen. Curtis LeMay and Lt. Gen. Nathan Twining, that large aircraft corporations in new aircraft development facilities are inevitable if this nation is to maintain superior military air weapons.

For now jet bombers and two new jet fighter aircraft are in various stages of development. AAF announced bombers are the North American XB-45, Convair XB-46, Boeing XB-47, Martin XB-48, and Northrop XB-49 (a jet version of XB-35 Flying Wing). All are powered with multiple jet engines.

New single-engine jet fighters are North American XP-86 and the Curtiss-Wright XP-87. Details of a third little-known jet fighter, the Northrop XP-88, another Flying Wing, also were announced. The 36-ft span craft, of welded construction, is powered by two Westinghouse 1950 jet engines and is said to be capable of more than 600 mph. The pilot has prone while he flies the plane.



Backward Design—The jet-propelled transport for trans-Atlantic service planned by the British will be based on the Lockheed, recently designed, twin-jet-engine bomber currently successfully flown with conventional engines. Share is model of a projected larger Liberator powered by two jet units. (Photo by The Aeroplane.)



AVIATION FAIR SITE AT OMAHA

Scene of the "World's Fair of Aviation," to be staged July 18 to 21 at Omaha, Neb., is this extensive installation used during war time by the Martin, Nebraska Co. to construct B-29s. Identified are A—assembly plant, B—factory administration building. The show will be the first major air exhibition staged since before the war and is expected to draw more of the flying public from abroad.

hangar in foreground, C—parking area, D—coca anise plant, E—factory administration building. The show will be the first major air exhibition staged since before the war and is expected to draw more of the flying public from abroad.

Significant too was an announcement that Wright Field had a ramjet engine undergoing tests both on the ground and in flight and that larger and higher speed ramjet engines are being developed. AAF News correspondent visited both the ramjet and a rocket engine on that strength.

Details on Wright Field are as follows disclosed following:

• Republic Thunderjet F-47 powered with an axialflow jet engine develops a top speed of 585 mph at sea level and 850 mph at 30,000 ft.

• Lockheed Shooting Star P-80A

powered with a GE 14-34 engine has

a top speed of 580 mph at sea level and 805 mph at 30,000 ft.

• Boeing B-47, a modification of the B-29 with P & W J-34-33 engines,

has a top speed of 425 mph as com-

pared to 380 for the B-29, but the radius of action is cut down to 3,700 miles.

• Consolidated B-36 described as the 30,000-cu.-ft-with-18,000-hp-20-ft-diameter bomber, will fly late in July as early in Aug. and has a top speed of 330 mph at 30,000 ft.

Twenty new world records announced.

• Republic Rocket record of 112 mph in 100 ft was set on Aug. 22. The record of 30 sec. 100 ft was set on Aug. 23. The record of 10 sec. 100 ft was set on Aug. 24.

• Fairchild record of 400 mph was set on Aug. 25. The record of 10 sec. 400 ft was set on Aug. 26.

• A. Scottie Macmillan of National Grid, New York, set a record of 10 sec. 400 ft with a ramjet on Aug. 27. The record of 10 sec. 400 ft with a ramjet on Aug. 28.

• Republic record broken in flying a record of 10 sec. 400 ft with a ramjet on Aug. 29 was set by Macmillan. The record of 10 sec. 400 ft with a ramjet on Aug. 30 was set by Macmillan. The record of 10 sec. 400 ft with a ramjet on Aug. 31 was set by Macmillan.

• Republic record of 1,000 ft with a ramjet of 10 sec. 1,000 ft was set by Macmillan on Aug. 32. The record of 10 sec. 1,000 ft with a ramjet on Aug. 33 was set by Macmillan.

• Six other land altitude records were set by B-38 aircraft based on Gann, Ga. Carl Spatz announced.

However, interpretation of the majority's opinion is that the Court feels that the original broad CAA's restrictions are overruled by the center of the land beneath. That marks several broad the use of aircraft and the further establishment particularly of civilian airports by making necessary the acquisition of land beneath an approach path.

Both attorneys and lay aviation observers feel the Court's interpretation of CAA's regulations, which are imposed for safety purposes, and have nothing to do with property rights. Further, the Court's opinion envisions the airport zoning situation. The power to zone airports has been upheld time after time, and to give some substance on which zoning laws could be based, CAA has adopted the 20 to 1 glide angle as standard. The 20, or effective angle, is related to the space encompassed by that glide angle that is restricted airspace.

The greatest immediate danger in the Court's decision, it is felt, is that it will encourage the growth of auto against airport operations. The decision does not lay down any hard-and-fast rules which would make sensible a ruling in any future case. It is pointed out by many authorities that in any damage case, injuries must be proven and the amount of loss determined.

On the other hand, every auto flight against an airport is a deterrent and harassment and it is possible, until further clarification is obtained in the courts, that some of the auto may be accompanied by planes for injunctions which, if granted, could cause a suspension of operations at the airports affected.

Funk Plans to Make 500 Bee During Year

Funk Aircraft Co., of Cessnafield, Kan., plans to turn out 500 of its new 35 hp. Continental engine-powered Model F2B, known as the Bee, this year. Production of the plane is now nearing the two-to-day point, and is expected to stabilize at 100 planes a month as material shortages iron out.

The Bee which is expected to sell for approximately \$3,000, is a two-place side-by-side highwing monoplane, basically the same plane as the older 15 hp. Lycoming-powered Funk which it replaces.

It is designed as a design type plane offering the private flyer such standard equipment as complete seatbelting and engine muffling, starter, generator, thermometer, compass, altimeter, electric lights, oil and controls, battery, single redundant altimeter, oil pressure gauge, oil gauge, oil temperature gauge, compass, battery, altimeter, lights, hydraulic and spring landing gear, nightflight steerable and tailwheeling tailwheel with hydraulic shock-absorber, brakes, parking brakes, two all-metal doors with adjustable windows and door locks, face-cug propeller spinner, wheel pants, radio heater, wool upholstery, radio mast and its attachment, and is fitted with a Melco's Amico radio antenna receiver which may be detached from the plane, and used as an ordinary portable radio.

Fuselage is of steel-tube con-



Funk Bee. Motor-powered with an 85 hp. Continental engine, the new Funk Bee, known to the Funk Aircraft Co., Cessnafield, Kan., as Model F2B, is in most respects the same airplane as the 72 hp. Lycoming Funk, previously mentioned. Designed as a leisure two-place plane to sell at approximately \$3,000, the Bee will cruise at 100 mph. and land at 37 mph.

struction with wood framing and fabric covering. Wings are of NACA 4402 surface section, made of solid wood spars and main and trailing edge fabric covered. Wings are mounted with two struts in lower fuselage. Tail surfaces are stainless steel, fabric covered, and wire-braced.

The Funk Bee has unusual stability, being designed to be virtually unsinkable and stallproof without sacrifice of maneuverability. The 85 hp. powerplant makes it possible to takeoff in 400 ft. or less with full load at stall. Other performance figures include: Top speed (level) 112 mph., cruising speed, 100 mph., landing speed, 37 mph., rate of climb, 50 ft. per min., range, 210 miles with 10 hr. reserves.

Wingspan is 35 ft.; length, 26 ft. 1 in.; and height, 8 ft. 11 in. Fuel capacity is 30 gallons with cruising consumption of 4½ gal./hr.

Kansas Flying Farmers Band at Hutchinson

Four hundred and twenty-seven Kansas farmers last week flew into Hutchinson, Kan., municipal airport in approximately 125 planes to organize the Kansas Flying Farmers Club, and affiliate with the rapidly growing National Flying Farmers Association.

Alfred Ward, Sr., Johnson, Kan., rancher and owner of three planes, was elected president of the club. Ward operates 30,000 acres in Texas, Colorado and Kansas and uses his planes, including a converted basic trainer, in his marketing activities.

Other officers: Olin Headley, Gales, Kan., vice-president; and Lloyd Oborne, Liberal, Kan., secretary. C. C. Tramm, Hutchinson; Elmer Dinsmore, City Captain; and Bill Wagner, Norton, director. Tramm, now 68, learned to fly three years ago.

George Mordt, Alva, Okla., president of the National Flying Farmers Association, told the group that "when we build 500 small air fields in Kansas, the Hutchinson municipal airport will have this noisy plane as it seats every day, not just when the Flying Farmers hold a convention. Then you'll have planes for the planes to come from."

Benton Concrete Airstrip Is Up for Surplus Sale

A three-way scramble for the 10-acre Benton concrete airfield is expected to come to a head this month when War Assets Corp. looks over the B-29 factory site for surplus parts.

At a prelate, the City of Benton recently invited members of the National Aeromodelers Association, and Aircraft Owners and Pilots As-

sociation to fly their planes on mass to the B-29 strip as proof that it is suitable for private flying—an operation as a City of Benton翔.

Officials of nearby King County Airport (Seattle's Boeing Field) are equally anxious to acquire the Benton strip to handle overflow of their field, which recently logged 1,116 landings and takeoffs during a single day.

Equally anxious to acquire the Benton strip is the Seattle Port Commission, which will operate the Seattle-Tacoma Airport at Bell Lake. The commission will be the third to consider the strip. The Port Commission will be needed as a supplement to Bell Lake to qualify diversion of personal aircraft from the latter terminal where it is opened for commercial transport operations.

NATA Compiles Operator's List of Maintenance Spots

National Aviation Trades Association, Washington headquarters, is compiling a list of operator maintenance men who are equipped to do early, intermediate and advanced aircraft. The list will be made available to any aircraft seeking for a recommended repair and maintenance station.

The compilation was started following a report of William Davis, New York Region Superintendent of Airlines, CAA, for the names of operators who were equipped to do early, intermediate and advanced maintenance for CAA planes.

"I have noted that you since the aviation operators are adequately prepared to assume the responsibility of maintaining the CAA aircraft," Davis was quoted as writing, and asked for names of NATA operators in his region capable and prepared to run 100 hr. per periodic inspections on non-B29-1 CAA planes. An NATA reply advised Davis that at least a dozen approved stations in Region 1, and had approved by CAA for this type of work, and listed names of operators.

Lower Insurance Rates Are Forecast at Meeting

Lower insurance rates and reduced financing for private flying was forecast as a tri-monthly meeting of aircraft owners, managers, managers, developers, inventors and insurance men at Flint, Mich. Representatives of all groups, however, agreed that the specialized need of the aircraft pur-

Briefing For Private Flying

BLASTS LIGHTPLANE MAKERS.—One of the most scathing criticisms at the light aircraft manufacturers' which has expanded in production recently was the syndicated column by Peter Edens written from Washington, May 31. He wrote: "Studies reveal that most of the 1946 private planes are built better than 1945 models. They cost less, have no tail utility value, are inexpensive. There is not enough advance in safety. Passengers inside the cabin have to shoot at each other to be heard, and a two-hour job ride is about all most private flyers can take. Most small planes require too big a field for takeoff and landing. What's more, the suburbs where most popular private plane owners live don't want a private flying field in the neighborhood because of the noise. In short, the private plane is still considered more of a nuisance than a necessity, and not nearly enough of a sporting proposition."

THE REST OF THE STORY.—To complete the picture, the magazine Mr. Edens should have added these facts. That most lightplane manufacturers are well aware of the deficiencies of the dress-up 1945 models which predominated among today's new lightplanes. That most of the buyers, too, are keeping them with open eyes. That both drivers are looking forward to the day when these models may be refined from production in favor of the real pastime design which should answer most of Mr. Edens' complaints. That developing for quantity production methods may eventually be expected to cut down numbers per plane, with a resulting bearing of plane cost to reach a broader market.

FAIRCHILD CORP.—The *New York Times*' John Stuart last week cited the Fairchild Corp., recently organized at Des Moines, Iowa, and John Thorp, designer of the Lockheed Little Digger (Aviation News, March 13), as examples of small groups of engineers expected to produce planes designed for simplified mass production, along with Republic Aviation Corp. Thorp suggests the production possibilities of de-formed fuselage shells, rigid skin wings, swiveling, dual-surface and other new and unusual materials.

COMPILING FLIGHT PLANS.—Inquiry at CAA's Washington offices last week disclosed that, thus far, no airline flyers have been issued the new \$25 per year fee for flying to complete flight plans, and thereby cutting needless expenditure of time and use of planes in rescue searches. It isn't because there haven't been some pilots who have neglected to report their whereabouts. The failure of the civilian pilot to notify his home base of his safe arrival was the subject of a recent press release which cited several west coast pilots who had shot plane and died to follow through. "Sheriffs, private pilots, the Army and Navy, the Coast Guard, state police and other organizations have joined in the search," Joseph Mervat, South Region CAA administrator reported. "Their slogan is understandable when they have spent time and money only to find that the pilot had served safely and settled down in a hotel where local authorities would never find him, or gone on about his business, blithely ignoring the fact and feathers he had caused." If these failures to report continue, CAA has little choice but to enforce penalties or drop the flight plan service. Classes are, the flow will be rocked on.

WHERE DO YOU STAND?—Oklahoma Aviation Association is asking its membership to poll all cultural candidates for office on their specific attitude on questions affecting aviation in the state, and to vote accordingly. It is apparent that aviation groups throughout the country could have a much greater voice in legislative matters affecting them, if a similar practice was adopted in other parts of the country as well.

LOINING TALK.—Operations formed by Grover C. Loining, NACA consultant on a road of his tour of lightplane companies will be the focus for his talk before the annual Detroit lightplane meeting of the Institute of the Aeronautical Sciences, June 14. The two-day meeting also includes a paper on noise reduction in lightplanes, by two NACA engineers, Theodore Thorsen, head physicist, and Arthur A. Eberle, electrical engineer, of the Langley laboratory. A symposium on "Increasing Utility of Personal Aircraft," and studies on simplified designs will be other technical highlights of the meeting.

—Alexander McNally



SEABEE COMES ASHORE:

No. 4 of the first Republic Seabee fleetplane amphibious aircraft is shown as it comes to a landing in the waters of Long Island Sound. Republic Aviation Corp. is starting mass production on the seaplane at the Seabee, at Farmington, Conn. The company still intends to sell the plane for "under \$4,500," and to under \$3,800 of them this year.

chaser must be met, before planes can be sold and serviced as readily as cars.

F. H. Coward, Lepore's brother, told the gathering from Georgia, Lepore and Skarfonee claim that his brother has had a good record of liquidating his aircraft loans usually as a one-third down payment basis. Clayton Tallman, First pilot and insurance man, while estimating that present fall revenue is "adequate for the average firm," pointed out that risk funds have already made 20 to 25 percent gains.

Rates will drop, he added, when more planes fly more safe hours. Relinquish of finance companies to enter the aviation field will be overcome the group agreed.

Commonwealth Sells Engine, Plane Units

The Kinner-Royce engine and Cleveland airplane divisions of Commonwealth Aircraft, Inc. with all of their patents, equipment and tools have been acquired by their Piqua, Veterans Pt. Works, Texas, agents of an instrument training school and a service shop for light planes.

All of the equipment and machinery is being moved from Commonwealth's Kansas City, Mo., plant to Fort Worth, where Piquam has acquired temporary quarters for limited production of the engines and parts for the plane. Negotiations are under way for permanent



SKYRANGER OVER IDLEWILD:

An unusual flight photo of the 21 hp. Commonwealth Skyranger, about the two-place biplane, over New York's harbor, accomplished Idlewild Airport. The Skyranger is virtually unsinkable because of using slate, weighs at 252 mph., lands at 67 mph., has 124 mph. top speed, and a range of 500 miles (Maurice & Rehman photo).

seats quarters in which to resume production of the Cleveland and the Kinner-Royce engines.

Key men in the trade include M. A. Skag, who was recently manager of the Kansas City plant, as manager of engine production, and Dan Apapley, in the aircraft engineering section, as director of airplane operations. All remaining engineering and design personnel will also be released, according to Piquam.



FRENCH PUSHER:

A two-blade flying wing airplane, with vertical fin at the wing tips, resembling the pre-war American Waterman Aerobile, is one of the most interesting French postwar lightplane developments. The Model ST 2180 was originally an experimental research prototype but showed such excellent maneuverability it has been put in production for the private flyer. The all-metal craft has a 260 hp. Renault piston engine, and fixed tricycle landing gear. It is credited with top speed of 142 mph., cruising speed of 130.2, and range of 215.5 miles. The plane is a product of the Societe Nationale de Construction Aerotechnique.

Airport Managers Oppose Landing Fee

An indication that private flyers have made substantial progress in their protest at the imposition of landing fees is seen in the reaction of delegates at the recent annual convention in Chicago of the American Association of Airport Executives.

While the subject of landing fees for private aircraft was not on the program, observers present at the meeting judged from comments that the majority of the members — chiefly managers of publicly-owned airports — oppose such charges.

Although nearly every aspect of airport operation and management was given an airing, it was noted that little comment resolved around the subject of safety.



Wings of Empire



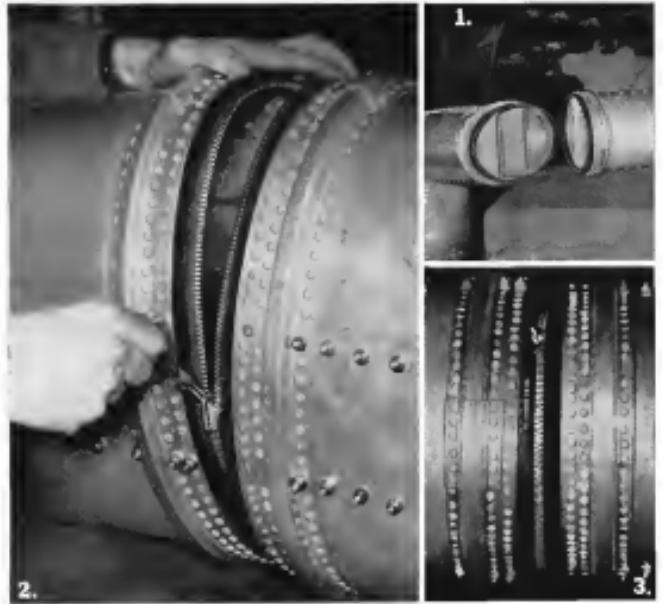
WRIGHT *Aircraft Engines*

Wright Aeronautical Corporation • Paterson, New Jersey, U.S.A.

British's inherent aptitude for world trade finds new expression in the operations of British Overseas Airways Corporation. Taking

the Empire and the nations of the world still closer, BOAC will carry the Union Jack over the liner shipping lines on the swift

wings of Lockheed Constellation powered by Wright Cyclone



How to zip an airplane's windpipe

To thousands of air we waken in, turned through, and reduced out behind four huge prop engines of the new XP-12, military passenger of the Republic "Rainbow" Transport. All this air runs through long, winding ducts ... and these "windpipes" used to be problem children.

Ducts had to be made in sections because to have right joint to cause air goes through miles heavy pressure. Yet the joints must be ready disconnected and resealed to prevent frequent removal and replacement of duct sections. And that was a puzzle.

A new type of B. F. Goodrich Zipper supplied the answer. Not the ordinary kind, but one that's made with a par-

ison-molded rubber seal that opens and closes with the zipper. A unique arrangement of overlapping metal lips provides an effective seal for pressures up to the structural strength of the aircraft skin.

These Pressure Sealing Zippers make duct sealing an unusually simple operation as shown in the 3-3-3 sequence above. Note that the sealed lips go all the way around, to give 300% efficiency and. This feature works equally

well in kidney-shaped ducts or other odd shapes where clamps will not work. The zipper is a space-saver, too. It requires no fasteners and connects in seconds in more space than an ordinary zipper.

Today there are many important and increasing aeronautical applications for B. F. Goodrich Pressure Sealing Zippers. Get more complete facts by writing to The B. F. Goodrich Company, Aerostatic Division, Akron, Ohio.

B.F. Goodrich

FIRST IN RUBBER

First Sweepback Wing Data Reveals Supersonic Flight Needs

Many new problems of structure, control, and stability created by radical design, wind tunnel tests reveal.

Introduction of deflected sweepback to aircraft wings, helpful as a solution to trans-sonic flight, has at the same time created enormous problems of structure, stability, and control which, in many cases, threaten to defeat engineers' attempts to penetrate the barrier to supersonic flight.

High landing speeds, changes of the rudder and elevators, and considerably greater distances of piloting skill occur earlier in the stage of conversion.

Wind tunnel results on these problems, just released from security classification, a discussed by Harry A. Seale, research engineer of the National Advisory Committee for Aeronautics, in a recent paper before the SAE Section of aeronautical research at Langley and Ames Laboratories. Laboratories, which have been entirely absorbed by aircraft industry engineers now, are working on trans-sonic designs, reveal.

Large sweepback is required for trans-sonic flight, 60° being needed to inverse the nose and 73° required for speeds above about 2600 mph. Sweepbacks of less than 30° have little effect and about 45° is considered the maximum for effective results.

Structural problems will make short, bumpy landing a necessity, with 45° the maximum acceptable, possible for rectangular wings and 65° the highest practicable for canard wings.

Stability will demand greater directional stability, with a 45° sweep requiring at least 40% more

in area than a comparable straight-wing design.

Rudders and elevators appear domed in the trans-sonic region, with the rudder first to disappear around 60° and the elevator 10° later. In general, stability is best in the high trans-sonic region. It should be looked for flight. Elevators will contribute little to longitudinal stability, leading to the conclusion that the sweep wing (see May 9, *AVIATION NEWS*) will be the most practical and effective solution to stability problems in the trans-sonic speed region.

High landing speeds appear a certainty with a pressure on piloting skill. Sweepback adversely affects gliding angle to the extent that a 60° sweepback design with a 10 mph landing speed (the maximum believed practicable) displayed a sinking speed of 35 feet per second. The same landing speed with 45° sweep is accompanied by a sinking speed of about 20 feet per second, roughly twice the drag rate safely handled by an experienced pilot. Seale appears to be pleased approaches with resulting increased landing speeds of 150 mph and more. This will make necessary a provision for auxiliary feet at the end of the flight if a safe landing is to be guaranteed. Landings will be made on the rear wheels first, due to the higher maximum lift angle of the sweepwing designs.

Aircraft effectiveness falls rapidly with increased sweepback. Sweep wings exhibit a considerably higher rolling moment, indicating a loss of maneuverability for high-speed fighter craft. Maneuverability will demand greater directional stability, with a 45° sweep requiring at least 40% more

maneuvering area. In the first four months of this year, the company reached a new high in deliveries of new twin- and four-engine aircraft, totaling 40. Including conversions, Douglas delivered 56 aircraft, valued at \$13,300,000, during that period. Nearly two-thirds of the new aircraft were DC-4s. Deliveries were made to eight domestic airlines, 21 of the planes being converted service cargo planes.

All-new Douglas planes were delivered to 10 foreign nations: Ireland, France, Australia, Denmark, The



Douglas Deliveries: Illustrating the scope of Douglas Aircraft Co.'s recent deliveries is this shot of the sweep at Santa Monica Municipal Airport adjacent to

the Douglas plant. In the first four months of this year, the company delivered planes to eight domestic airlines and ten foreign countries.

Netherlands, Netherlands East Indies, Belgium, Sweden, South Africa, and Switzerland.

At its peak, the conversion program at Sainte-Maxime was turning out 10 C-46's a month.

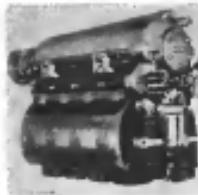
Design Shock Mounts For Personal Planes

The same principle employed on military units to absorb 90% of vibrations.

A series of lightweight, inexpensive shock mounts utilizing the Vibrohook principle has been designed for personal planes by Robinson Aviation, Inc., Teaneck, N. J. The principle—used in more than 200,000 military units—gives three-way freedom of movement designed to absorb more than 90% of all vibrations by taking up shock in both horizontal and vertical planes.

The personal plane type mounts employ a stainless steel coil main spring, four flat springs working against the mount housing to kill low frequency oscillations and eliminate resonance of critical frequencies; three way limiting assemblies to provide a resilient stop for heavy shock loads; and a fixed-coupling central stud tapped for standard machine screws.

For Beddington—Since the mount base has standard attachment holes the Vibrohook unit can be bolted without re-designing or reworking present aircraft. C. K. Beddington, president of the company, has, for



CZECH LIGHT ENGINE

The Czechoslovakian power plant industry is returning to the airport field with the light aircraft engine of 55 hp., which is expected to give U. S. manufacturers of similar engines stiff competition in Europe. Made by the Walter Mikron company, the Mikron II is a four-cylinder, in-line, inverted aircraft engine with a maximum output of 55 hp. at 2,600 rpm. Before the war, this company's engines were built under license in Yugoslavia, Poland, Spain, Italy, and France. (See *Aviation News* photo.)

example, mounted eight instruments in his own aircraft—two on each of the new units—one on either side combined with a stabilizer at the top. The seats are mounted on four springs and at each lower corner, with a stabilizer bar.

Democratizing flight made for an *AVIATION NEWS* correspondent showed vibration absorbers with

above the 90%-dampen standard through the full range of engine speeds and in two cases over a rough field.

Prelim production of the units is in three sizes and the first rated sizes are 4 to 6 lb. to 4 lb., the second from 4 to 12 lb., and the third from 30 to 40 lb.

Used by Airlines

The Inertial service units are being used in the airline field for radio installations where service tests which are still under way and have shown that tubes will last up to nine months—possibly more since the tests are still continuing—compared with some figures as low as every 18 days without the reason.

Mr. Beddington also told *AVIATION NEWS* that the larger units are to be used in the aircraft industry, shipbuilding and construction equipment on a new aircraft now under development and that his engineers are working with designers of another impending aircraft to determine the feasibility of using Vibrohook units to mount the entire passenger units within the fuselage as a means of reducing noise as well as vibration.

Bendix Expands

Bendix West Coast sales and service organization in the West of Bendix Aviation Corp., has expanded its operations into two buildings close to the research center and engineering department at 1381 Melrose Ave., Los Angeles. The other, housing the service department, is at 4844 Lankershim Blvd., North Hollywood.



FRENCH SKY GIANT

Photographed while nearing completion at Mérymée, France, this enormous flying boat, the first of two to be made. The prototype was finished during the war and is now being exhibited at the Paris Air Show.

* Approved by the German occupation authorities.

No building was large enough to house it, so the plane is being built in the open. Construction is by the South-East factory of the nationalized French aircraft industry. (Inter-Aviation photo.)



H. B. 806-042... former maintenance chief American Airlines jetson, and for ABC at Louisville during the tour... now General Manager of the new Bluegrass division, is making an acrobatic flying record with his "progressive maintenance."

Burning daylight in Kentucky!

With only two converted German transports powered by wartime Jacobs engines... Bluegrass Airlines gives Kentucky state-of-the-art, full-service airline with regularly scheduled routes by flight, legs 1660 miles daily and 1560 miles per week! And will shortly add Sunday operation with the same six flights!

How do they do it?

"Progressive maintenance" is the system developed by Bluegrass' headman H. B. Ingalls while in charge of ATC maintenance on Northwest lines during the war. Bluegrass' two planes are ultramodern day-and-night craft of Boeing Green, the company's home, where a veteran AAF crew checks and overhauls some portion of plane and equipment each night on a rotating

schedule. The ships are kept in service without the loss of flying time.

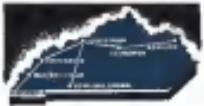
The Jacobs R-285-9 engines fit into this flight operation program like web fast on a chalk... maximum schedules at only 1500 rpm, 3475 cfm capacity... and as little as 14 gallons of fuel and only 1 quart of oil per hour.

The compact size and unique accuracy drive save percent part, manpower, cost of tubing, wiring, general linkage, and efficient engine change, reduce line maintenance details. For dependable, low cost performance with minimum maintenance, Ingalls rates the R-285-9 as one of the most satisfactory engines he has ever known... believes that his current 650-hour period between major could be extended without

weight wise or safety infringement.

Today the new R-285A is an even better Jacobs... because of intensive research, improved metals, quantity production experience... weight no more, but delivers 33% more power—300 hp at 2200 rpm—is more sparing of fuel and oil... is the most efficient non-supercharged radial in its power class available today... ready for delivery now, tooling required.

... Jacobs Aircraft Engine Company, Division of Republic Industries, Inc.



JACOBS • Pottstown, Pa.
Division of Republic Industries, Inc.

Seabee goes 100%

Republic's new Seabee provides "Landings Unlimited" to set new records for versatility in personal flying. It is significant that Republic engineers in their program to produce "sturdy, comfortable, confidence-inspiring airplanes" specify Auto-Lite electrical equipment exclusively. Here is further proof of the unfailing performance which has made the name Auto-Lite internationally famous for dependability in automotive, aviation and marine use.

Auto-Lite equipment used on Republic's Seabees includes

SPARK PLUGS • BATTERIES
INTERIOR WIRING HARNESS • IGNITION WIRING HARNESS
ELECTRIC GAS GAUGES • ENGINE INSTRUMENTS
TACHOMETER SHAFTS • REGULATORS • DISTRIBUTORS
STARTERS • GENERATORS

For complete information on electrical equipment available for aircraft write

THE ELECTRIC AUTO-LITE COMPANY
 SARNIA, ONTARIO
 TOLEDO 1, OHIO



AUTO-LITE

TUNE IN THE AUTO-LITE RADIO SHOW STARRING SICK HAYNES - THURSDAYS, 9:00 P.M. - E. T. ON CBS

Auto-Lite...



ELECTRICAL EQUIPMENT *for Aircraft*

"Uniformly high quality makes GENERAL TIRES ideal"

Joseph Garside, President, E. W. WIGGINS AIRWAYS, INC.
500 BOSTON, WENFIELD, MASS., PROVIDENCE, R. I.



"We have been using General Tires for years and have never had a single General Tire brought back to us for adjustment. Uniformly high quality makes General Tire ideal for our own fleet of ships as well as for those of our customers."

Yes... Aviation Supply Men, Commercial Operators and Pilots all know how quality pays in aviation! They know how General's Top-Quality means extra safety... dependability under the most hazardous conditions... long service that lowers airplane operation costs—regardless of weather or type of field or runway.

*Fly Generals
For Safety*



Five instances of E. W. WIGGINS AIRWAYS at Wenfield, Mass., for Boston, Cleveland and Lake of Paris and Associates

AVIATION DIVISION
THE GENERAL TIRE & RUBBER COMPANY • AKRON, OHIO
Known Round the World for Quality and Safety

FINANCIAL

Airline Preferred Stocks Shuffled in Significant Trend

Fairchild calls for redemption of convertible issue after year on market; Piper offers new 4½ percent with conversion feature.

Preferred stocks recently submitted to a number of significant stocks highlighting the place of preferred stocks in financing the airline industry.

Fairchild Engine & Airplane Corp. has called for redemption of its \$3.50 cumulative convertible preferred stock on June 24, 1946. This represents about the shortest duration of any major preferred stock issue.

Last May Fairchild sold 90,000 shares of this stock at \$50 per share to the public, receiving \$47 per share after underwriting costs added.

The stock is convertible into 15 shares of common for each share of preferred. It has this conversion feature which gave the preferred considerable value when it immediately sold at a premium.

It sold at \$119—higher than a high of \$115 per share was reached. The current market is around \$54. The redemption price is \$50 per share plus accrued dividends of \$1.30. Bringing the total to \$53.70.

It is obvious to the stockholders that the conversion is the only way out of the company. With the latter selling around \$4.85 per share, the preferred has an indicated value of around \$47.85 per share. Substantial conversions have already taken place. As of May 21, there were only 36,974 shares of the preferred outstanding out of the original 90,000 shares issued.

The investment bankers who have arranged to purchase any preferred at \$54 per share are taking a market position. These bankers, headed by Smith, Barney & Co., who originally sold the issue, have advanced their current offer to "speed conversions and reduce payable redemption money needed." In any event it is unlikely that the company will be required to pay any cash for the preferred dividends but is merely forcing conversion at a favorable time.

Another contrast is offered by the preferred stock of Aircraft Aircraft Corp. This company has an issue of 75,000 shares of a convertible \$3.50 cumulative preferred stock. Payment will be made June 24 at the rate of \$50.50 per share, plus accrued dividends of \$1.35 per share.

Each share of the stock is convertible, at option of holder, into shares of the company's common stock. The conversion price on the redemp-

tion is \$2.50 per share. The price equity is now selling around \$14.50 per share.

There are a few isolated cases in the aircraft manufacturing industry where non-convertible preferreds have been used with considerable success. An outstanding example is that of Thompson Products, Inc. This company first sold an issue of 45,000 shares of 5 percent cumulative preferred at \$160 per share in November, 1943. However, in order to take advantage of the market, the company called for redemption at \$167 per share on May 9, 1945. In its stand and plus an additional 15,000 shares, making a total issue of 60,000 shares, a 4 percent cumulative preferred was issued. None of these issues contained a conversion feature. Undoubtedly the past earnings performance of the company permitted the issuance of such securities without additional "flavoring."

TWA Finances 13 New Connies with \$10,000,000

Purchase of an additional 23 Lockheed Constellations by TWA, bringing to 48 the number of these large aircraft the company has in service on order, will be financed with an additional \$10,000,000 from the Equitable Life Assurance Society.

The additional amount will be used before Dec. 31, 1946, in 2½ percent Banking Fund Debentures due Dec. 1, 1951, supplementary to the previous indebtedness covering an existing \$30,000,000 issue of Banking Fund Debentures. The new issue will be retired in five annual installments starting Dec. 1, 1947 and bringing TWA's total investment in Constellations to \$40,000,000.

The company's fleet will end up with 48 Lockheed Constellations, 41 planes, of which 38 are four-engine Constellations, DC-4s and Stratocruisers, and 76 twin-engine DC-3s.

Fairchild Reduces Shares

Fairchild Engine & Airplane Corp. has called for redemption of all outstanding shares of the company's \$3.50 cumulative preferred stock. Payment will be made June 24 at the rate of \$50.50 per share, plus accrued dividends of \$1.35 per share.

Each share of the stock is convertible, at option of holder, into shares of the company's common stock. The conversion price on the redemp-

Congress has met—and along these long—since the editorial was written. If the President signs the legislation, we have taken one major lesson. If he vetoes it, the voters must resolve a conflict between the branches of their Government.

THE LABOR CRISIS

- it's up to Congress

It was remained for John L. Lewis to demonstrate conclusively that, under the sponsorship of the federal government, the power of organized labor has been built up to a point where it can be used to paralyze the economic life of the nation. Therefore, in the elemental interest of self-governance, the first order of the day is to cut down the power of organized labor to a point where irresponsible leaders no longer have the power to use it to cut down the country.

This will pose an exceedingly complicated job. The federal government, over a dozen years, has developed and buttressed the power of organized labor by many separate steps. They are interrelated in a pattern which cannot easily be unravelled.

Cutting down the power of organized labor to proper proportions will be an operation almost as delicate as brain surgery. To be successful it must repair no basic American political or economic right. It must leave intact the right of workers to organize and bargain collectively through representatives of their own choosing. It must leave intact the right to strike. But it must disassociate from the exercise of these rights opportunities for destroying some of the public welfare such as those democratized by Mr. Lewis. A next one is not the instrument for this operation.

Because of the complexity and delicacy of the operation to be performed it would be helpful if it could be carried out in a tranquil atmosphere. The urgency of the problem is such, however, that no time can be lost in getting at it.

Guiding Principles

However, the dangers that heat or heat will lead to serious blunders can be largely eliminated if the process of reducing the power of organized labor back within safe and reasonable bounds is governed by principles to which all fair minded people can fully subscribe.

The most important of these principles is that it is an abuse of public authority to extend special privileges to organized labor.

When in 1935 Congress passed the Wagner Labor Relations Act, one of the great buttresses of the power of organized labor, it was upon the explicit "say" that organized labor was weak and needed

help by the federal government if it were to

“...stake grow big and strong. In the policy

section of that act it was stated that “the inequality of bargaining power between employees who do not possess full freedom of association or actual liberty of contract, and employers who are organized in the corporate or other forms of ownership association substantially burdens and affects the flow of commerce . . .”

Regardless of whether or not that was a correct reflection of the situation in 1935, it leaves no question in the situation today. Under the continuous sponsorship of the federal government, the power and bulk of organized labor has waxed until today it is prepared to regard it as the weak sister in its bargaining with employers. It, after being continuously demonized since V-J Day, the preparation that the proliferation of organized power has swung too far over on the side of organized labor needed very final and convincing demonstration. John L. Lewis provided it.

Changes in the Law

Translating of the principle that organized labor is no longer a weakness, requiring a diet of special privileges, into specific legislative enactments is a detailed technical operation beyond the scope of this statement. It is possible, however, to indicate some of the general lines it should follow. Here they are:

1. The duty to bargain collectively, now imposed upon employers by the Wagner Act, should also be imposed upon the leaders of organized labor who are now under no legal compulsion to bargain.

For well over a month Mr. Lewis made a complete mockery of the process of collective bargaining by refusing even to state his demands until the coal operators had approved “in principle” a plan for a miners’ “health and welfare” fund which he forced. In the meantime the country was plunged into an ever deepening crisis.

2. Unknown, as well as employers, should be made liable to suit for damages for breaking their collective bargaining agreements.

A degree of responsibility commensurate with their age and power requires that unions be liable, to the extent of union funds but not the funds of individual members, for carrying out their agreements. To have it otherwise is to hold that a collective bargaining agreement is, by definition

a phoney agreement to lie as the union is concerned. Outlaw strikes are the fruit of this legal-sided arrangement.

3. Employers should be given more discretion, in terminating employees who have gone on strike than is now permitted by the Wagner Act.

The Wagner Act largely eliminates the risks involved in strikes because of the requirements it imposes upon employers to take workers back when they have decided to return to work. These requirements make it virtually impossible for the employer to replace workers even if they are engaged in the most unobjectionable of strikes. At the least workers who have snatched up property and struck up violence in the course of a strike should have no rights under the Wagner Act. How much further the Wagner Act stranglehold should be loosened at this point should be carefully explored, and extreme encouragement by the Act should be removed.

4. The wedge which the National Labor Relations Board has driven into the orderly conduct of American industry by holding that foremen are covered by the Wagner Act should be eliminated.

The more isolated here is communally labelled and confused as that of the right of foremen to organize. There is no question of the right of foremen to organize any kind of a legal organization they desire. That is their right as American citizens. The issue is whether or not the special privileges accorded by the Wagner Act, which in some circumstances has been so construed as even to prevent employers from talking with their workers, should be extended to foremen who, if American industry is to have a chance to do its duty effectively, must represent management with full loyalty and responsibility.

A member of John L. Lewis’ United Mine Workers takes an oath which provides, in part, “that I will not reveal to any employer or bear the name of anyone a member of our union” and will “defend all its officers and to the extent of my ability the members of our organization.” Mr. Lewis wants that the coal operators contract to deal with foremen to be organized in a union where they will take that oath, and where their activities will be separated from the influence of employers by the barriers imposed by the Wagner Act. Such an arrangement undercuts orderly management of American industry.

5. The exemption of labor unions from the federal anti-trust laws, provided when organized labor was presumed to be weak, should be modified to take account of its vastly increased strength, and

the use of this strength to destroy business enterprises and create monopoly.

As matters stand unions can run employers completely out of business by secondary boycotts and run fellow workers out of jobs in the process. An Ohio manufacturer, working with a government-certified C. I. O. union, is put out of business because A. F. of L. workers refuse to handle his products. Still the government, this time in the person of the United States Supreme Court, says that sections of this act are above the law because Congress exempted unions from the federal anti-trust laws.

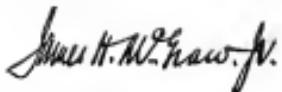
To eliminate one of the most devastating forms of restraint of trade, this exemption should be cut down forthwith by subjecting unions imposing secondary boycotts to the same penalties under the federal anti-trust laws as those to which employees doing the same thing are subjected. And the question of further narrowing the absolute exemption of unions from the federal anti-trust laws should be fully explored.

6. The levying of special sales taxes for the exclusive benefit of unions should be prohibited by law.

As a matter of good government the right to levy consumption taxes should be reserved to the public authorities and used strictly for public purposes. As a matter of good economics, payments to workers or their organizations should be included in the payroll where they can be properly counted as part of the cost of production.

Equality Before the Law

When everything that can reasonably be accomplished by legislation has been accomplished there is no reason to believe that an ill or even a surely workable system of industrial relations will have been devised. Many of the shortcomings of such a system will deep in the bones of men and far beyond the reach of legislation. There is no chance, however, of having such a system, or even a defensible system of democratic government until special privileges which tip the scales of power far on the side of organized labor are withdrawn and there is some measure of equality for employers and organized labor before the law. Though it is hard to believe it at the moment the country may come to be grateful to John L. Lewis for driving that lesson home so ruthlessly.



President, McGraw-Hill Publishing Co.

LYON AIRCRAFT SERVICES

PROCESSING • HAULING • SHIPPING DOMESTIC and EXPORT

During the war the Government took advantage of the unique processing and shipping services which the pioneering efforts of Lyon Aircraft Services—a division of Lyon Van & Storage Co.—offered the aircraft industry. Greatly expanded facilities and improved technical knowledge were the result. Today, no matter what you need in the way of packing, dismantling and processing, shipping or hauling of a plane—to any part of the globe—Lyon Aircraft Services can handle it.



REMANUFACTURING AND PROCESSING of a plane for overseas shipment demands complete technical knowledge of the plane as well as facilities to protect delicate parts from corrosion and severe climate changes. Lyon Aircraft Services has both the knowledge and the latest scientific methods and materials.



PACKING of a plane for shipment in an overseas with Lyon Aircraft Services. Not only are the various parts protected against weather, stress and strain, they are also arranged so that the plane can be remanufactured in the sequence of assembly.



HAULING. Lyon Aircraft Services has specially designed equipment and facilities for overland movement of planes. This service includes the recovery of wrecks or crippled ships.

To ship a part...a plane...a whole air fleet...



SPECIAL CONTAINERS FOR AIR SHIPMENT. Lyon Aircraft Services engineers and builds steel containers for air shipment of parts or other merchandise. Rigged, ready, yet amazingly high in weight-strength ratio, they enable you to ship more in less space.

LYON

AIRCRAFT SERVICES

Division of LYON VAN & STORAGE CO.

PIONEERS SERVING THE AIRCRAFT INDUSTRY

100 AIRPORTS • SAN DIEGO • GLENDALE, CALIF.

Divide all inquiries to Main Office:

207 West Colorado Boulevard, Glendale 4, California

SPECIAL AIR SERVICES

CHARTER

NON-SCHEDULED

INTRASTATE

Scores of New Airlines Planning To Start Before Aug. 1 Deadline

Reports from Aviation News correspondents indicate more non-scheduled passenger and cargo services are to be added to domestic already flying; CAB to crack down next fall on all uncertified companies.

An unprecedented number of new uncertified carriers will attempt to start operations during June and July to start various non-scheduled and scheduled passenger and commodity services before the August 1 deadline which has been set by the Civil Aeronautics Board. Any new carrier operating on that date will be held for a period of 45 days to determine if it can fit into the CAB's structure; whether it meets safety and economic regulations, and what thousands of favorable approvals are forthcoming the company.

The CAB will need to act immediately on each of the hundreds of such carriers, as one in authority will guess, but it probably will not be long. However, it is certain that CAB will take formal action against operators who continue in service after Aug. 1. The CAB has already applied for non-scheduled certification. The number of uncertified carriers is expected to drop to virtually none, may Washington observes.

Meanwhile, in the past 10 days one respondent of Aviation News has indicated that he will expand his uncertified services from all over the country. Guidelines developments included these:

• **Mississippi Line Airlines**—Pringle Airlines, Inc., Alabama, has applied to CAB for authority to serve the state with a passenger-sightseeing schedule north via Atlanta, Chattanooga, Memphis, Norfolk, and a north flight via North Platte, Wyoming, and Lincoln. The application, noting a \$100,000 capital investment, is being handled by John J. Abbott, Memphis manager. John H. Pringle, of Merrill, is vice-president. Interstate routes are being asked of CAB. State commissioners has asked the attorney general to rule on whether the transportation bill permits a franchise. The Georgia legislature, however, predicted the group eventually will be required to set up a new division for air, similar to existing sections in buses, trains, and railroads.

• **Arkansas Terns**—Hot Springs Airways Inc., Fisher Service Corporation for passenger-mail-cargo flights be-

tween Hot Springs and Little Rock. Operators are John H. Stover, operator of the 10-passenger plane for 12 years; Earl Stover, Van Eppel and Vinton, both

• **Custer Brake C-54s**—Custer Freight Airlines, Inc., 715 Main St., Hartford, Conn., has begun cargo flights from Boston to New Orleans via Hartford, New York, Philadelphia, Baltimore, Richmond, Charlotte, Atlanta and Birmingham, using C-54s. Negotiations are under way with Douglas for two new C-54s for this route, and freight offices have been established at all points served. The CAB application asks extended cargo rights to serve New England, the western U.S. to the Caribbean and Latin America.

• **North Dakota System**—North Dakota authorities have issued a general certificate for scheduled interstate passenger operations to Herren, O.



FLYING COWS:

These pure bred Ayrshire cattle are on their way to Mexia, Oklahoma via International Air Freight. 20 hours required with 20 days which is by boat. (Elmer Arnold photo)

Project Non-Scheds

A special agreement from the government is needed for every deviation a Canadian scheduled airline makes from a certificated route, even if the deviation is scheduled and irregular. This posture is expected to prevent the two major airlines from bypassing the areas served by non-scheduled services.

The lines are permitted to operate irregular operations only between stated points on a single scheduled route. The Canadian Air Transport Board in its most part granted Canadian Pacific Air Lines and Canadian National, Quebec Airways, allows special operations between several Quebec points.

Anderson and Harold W. Green, a partnership, connecting Menlo-Park, Calif., the latter with a 100-mile direct flying route as part of the Missouri Valley Authority. The 230-mile Menlo-Park segment may be started with a round trip daily, July 10, between the two cities, with several intermediate stops near the new Northern Airway, Inc., Grand Forks, the last scheduled extrastate carrier, has a study round trip on a circular route from Grand Forks to Devils Lake, Minot, Bismarck, Jamestown and Bismarck, using a Convair 240 and twin Beech.

• **Pacific Stage for C-54s**—Pacific Air Lines, 700 Hollywood Blvd., Los An-

gates, which promised private-venture services in March, is dropping her C-46's or DC-3's for authorized air-cargo services and has CAB applications pending for trans-Pacific routes to Tokyo, Shanghai, Manila, Hong Kong, Alaska, and Hawaii, plus Los Angeles-San Diego. A third DC-3 will supplement these during two daily round trips between Los Angeles and San Francisco, via Bakersfield, Fresno, Merced, Modesto and Stockton. Earl B. Glaser is president. W. D. Duncan, Jr., is vice-president. All operating personnel are veterans.

■ **New England Central Starts Scheduled Int'l. Service**—With first round-trip daily on each route has been started by New England Central Airways, Boston, on Boston-Newark and Boston-Milwaukee. Transient passengers will be from Central lines by ATC veterans.

■ **Veterans Fly to Cape Cod**—Veterans Air Lines will begin non-scheduled flights between Newark and the Cape Cod area, using the B-25s, except at the expert terminal.

■ **Freedom Flies to FLA**—West Air Transport, Inc., of DeLand, J. Lauderdale, of Franklin Township, Greene County, has been granted rights as a nonmonetary carrier by Pennsylvania Public Utility Commission for service on the route of Pittsburgh, Washington (Pa.), Waynesburg and Uniontown.

■ **Crest Air Lines Formed**—Three Columbus, O., citizens have formed Crest Air Lines to fly cargo throughout the eastern U.S., beginning at July first. Routes will connect Columbus, Cleveland, Cincinnati, Boston, Worcester, Fall River, Attleboro, and Taunton. Principals are William J. Mayo, a test pilot at Columbus Curtiss-Wright plant; Richard E. Riedy, Jr., head of Curtiss-Wright traffic department; and E. S. McElroy, Columbus attorney, who will be legal counsel.

■ **Qatar Service Expands**—Skywest Air Lines, Colorado, is using a Lockheed as its Columbian-Venezuelan flights until DC-3's are ready, and is opening Columbus-Cleveland, Huntington, W. Va., Cincinnati, B. C. airport, Monroe, Toledo, Cleveland, and Miami, Florida, and Detroit will be added soon. Fare from Colorado are \$11.80 to Venezuela, \$11.50 to Huntington, \$7.35 in Cincinnati plus the legal subsidy in John W. Bricker, ex-Governor and Republ. candidate for vice-president in 1948.

■ **New Korean City Lines**—First cargo company to use Korean City-Grand Airport as a base, K. C. Freight, is headed by Ted Collier and Bill. Company has taken formerly used by AAC and over to the city "new" C-46s. "We" by Wil-

system. President H. O. Nelson envisions Flagstaff becomes a regular stop on the Phoenix-Fresno-Great Canyon daytime round-trip presented each Sunday, Monday, Thursday and Friday, while Kingman will be served by extension of a night flight as the early days.

■ **More Seats East**—DC-3s—South East Airlines, Inc., Charlotte, N. C. (Aviation News May 1), will add two 28-passenger DC-3s to its intrastate system in a few weeks, increasing passenger capacity to the total 21-passenger Douglas.

Freedom For Charter Lines Asked in U. K.

Establishment of world-wide non-scheduled line cargo planes for movement of restrictions, heavy cranes start.

Public announcement of Great Britain's first privately-owned world-wide air charter service just established in London brought expressions of hope from critics of the Labor government's air transport policies that the government would not be so prompt in association and use of the new charter and medium-size aircraft. Significance of the new field to British commerce appears quickly realized as the nation's heavy stamp stampers have fled the tent for many years.

Brasier General A. G. Crichley, deposed as head of British Overseas Airways Corp. by the present government, has formed Skymar, Ltd., the first British special air service equipped with four-engine planes.

■ **"Headless Field"**—The weekly air journal, Aeroplane, typical of the critics, says: "This is an excellent field for the use of aircraft-piloted cargo-carrying ventures." Crichley sees an immediate future in the air charter business, several large British industrial organizations with interests and establishments overseas. As it is only too well known, in the history of British shipping, transhipping has played an important part in building up Britain's world position.

"In the same way, the development of Britain's air charter business on a large scale can have a most inhibitory effect on the country's air transport position in the world. We sincerely hope the government will not try to curb private charter operations but will recognize in them a challenge which its own separatists are prepared to accept. Air charter business will contribute greatly to the general health of Britain's air transport po-

system throughout the world, while the new separatists (government aircraft) have their hands more than full in washing up and consolidating our main trunk routes.

■ **Bigger Fleet**—Skyways has already begun charter operations in two Yorks, carrying personnel and freight of the Anglo-Iranian Oil Co. from London to Basra, Persia, via Marseilles and Cairo. Two flights a week are planned for the oil company alone. The Locomotives, a division of Daimler-Benz and a Skymar is expected to be added to the fleet.

Although only a few months old, Skymar has a strong backlog of more than 100,000 tons on its London-U. S. China service, and company officials who say they did not dream of the potentialities of China traffic are giving serious consideration to longer expansion.

Middleton at this stage plus with a single company-owned Douglas C-46 with one weekly round trip to Shanghai (AVIATION News, June 3), POA expects to double its flight within two months with a C-46 not allocated by Government surplus officials.

■ **Unrelated Business**—Company's Shanghai agent, William F. Mori & Co., reports that United-88 cargo and passengers are available in "unrelated quantities." Obviously, because no Orient air is sponsored by UNRRA, the Chinese airline main where principally to carrying UNRRA or by POA passenger and freight agents.

The recent public can fly, but must be certified by the State Department that their flight is in the national interest.

■ **Public Flies to Hawaii**—This does not apply to the trips between POA's Oahu, Cal., base and Hawaii, "as we which say everyone and everything." Ed Purcell, director of public relations, declared in a recent statement.

Fare to Hawaii is \$10.26, and cargo rate is \$1.60 a pound. Pan America is operating a daily trip to Hawaii. The one way fare from either Los Angeles or San Francisco is \$1.60.

At completion of POA's second month for Army Air Transport Command, under a sub-contract from United Air Lines, the company announced it had flown 1,493,300 miles throughout the Pacific on specific assignment alone.

■ **Independents**—Oftentimes recent industry gossip that they have any connection with United or Consolidated Airlines, western Consignment operator, or other aviation companies. Wrong, but they are a self-financed, independently-owned organization, the 45 Inner Committee veterans who first organized

POA Cargo Backlog To 100,000 Tons

Second C-46 for U.S.-China non-scheduled service to be flying soon; ATC cargo soon joins up 1,693,000 miles in 2 months.

Although only a few months old, Pacific Overseas Airlines already has a strong backlog of more than 100,000 tons on its London-U. S. China service, and company officials who say they did not dream of the potentialities of China traffic are giving serious consideration to longer expansion.

Middleton at this stage plus with a single company-owned Douglas C-46 with one weekly round trip to Shanghai (AVIATION News, June 3), POA expects to double its flight within two months with a C-46 not allocated by Government surplus officials.

■ **Unrelated Business**—Company's Shanghai agent, William F. Mori & Co., reports that United-88 cargo and passengers are available in "unrelated quantities." Obviously, because no Orient air is sponsored by UNRRA, the Chinese airline main where principally to carrying UNRRA or by POA passenger and freight agents.

The recent public can fly, but must be certified by the State Department that their flight is in the national interest.

■ **Public Flies to Hawaii**—This does not apply to the trips between POA's Oahu, Cal., base and Hawaii, "as we which say everyone and everything." Ed Purcell, director of public relations, declared in a recent statement.

Fare to Hawaii is \$10.26, and cargo rate is \$1.60 a pound. Pan America is operating a daily trip to Hawaii. The one way fare from either Los Angeles or San Francisco is \$1.60.

At completion of POA's second month for Army Air Transport Command, under a sub-contract from United Air Lines, the company announced it had flown 1,493,300 miles throughout the Pacific on specific assignment alone.

■ **Independents**—Oftentimes recent industry gossip that they have any connection with United or Consolidated Airlines, western Consignment operator, or other aviation companies. Wrong, but they are a self-financed, independently-owned organization, the 45 Inner Committee veterans who first organized

an Industrial Air Transport Corp., bought the company's \$100,000 stock in blocks of \$500, with \$5,000 limited to any one of the investors.

POA Washington legal representatives are Douglas & Proctor, a firm also retained by American Airlines. Sam Oster, well known in pre-war airline legal circles and who during the war was on the top legal staff of the ATC, is POA's direct attorney.

Unfair Competition?

Two new laws which cut into the legitimate airline's operating field have just been passed in Texas and Ohio. Competition is already sharp in the east-coast shipping industry as more express-cargo firms enter the field every month with reconverted surplus aircraft.

■ **Unrelated Business**—Company's Shanghai agent, William F. Mori & Co., reports that United-88 cargo and passengers are available in "unrelated quantities." Obviously, because no Orient air is sponsored by UNRRA, the Chinese airline main where principally to carrying UNRRA or by POA passenger and freight agents.

The recent public can fly, but must be certified by the State Department that their flight is in the national interest.

■ **Public Flies to Hawaii**—This does not apply to the trips between POA's Oahu, Cal., base and Hawaii, "as we which say everyone and everything." Ed Purcell, director of public relations, declared in a recent statement.

Fare to Hawaii is \$10.26, and cargo rate is \$1.60 a pound. Pan America is operating a daily trip to Hawaii. The one way fare from either Los Angeles or San Francisco is \$1.60.

At completion of POA's second month for Army Air Transport Command, under a sub-contract from United Air Lines, the company announced it had flown 1,493,300 miles throughout the Pacific on specific assignment alone.

■ **Independents**—Oftentimes recent industry gossip that they have any connection with United or Consolidated Airlines, western Consignment operator, or other aviation companies. Wrong, but they are a self-financed, independently-owned organization, the 45 Inner Committee veterans who first organized



PASSENGERS FROM CHINA:

People's Airways Airlines, the recently formed air cargo airline, recently began its first commercial flight recently (in a C-54) to the first Chinese commercial air traveler to arrive from the Orient since the war started. The passengers included Chinese children, officials of the National government, UNRRA workers, and Americans and British engineers. The round trip to China left Oahu, Cal., May 23 with 38 passengers and 3,000-lbs of cargo (AVIATION Photo).

city may be selected, at least temporarily, as the United States terminal.

In contrast to BOAC's predominance, two U.S. carriers, American Overseas Airlines and Pan American Airways, on May 21 inaugurated direct New York-London service through London (Heathrow) Airport, 14 miles from the British capital. London Airport, the terminal, was completed only after great effort under adverse circumstances.

Other foreign air carriers intending to use New York City as a trans-Atlantic terminal are also becoming concerned by the inadequate facilities in the area, BOAC indicated.

The British airline expects to begin London-New York operations with two round-trips weekly. The service will be increased to four round-trips weekly by August, and daily by October. It is anticipated on use thereafter a probable BOAC has first Constitution available for the trans-Atlantic run.

Other new services:

For American—the June 20 opening is aimed European service to Brussels, France and Vienna.

Trans-Canada—Is inaugurating "express" service this summer as the direct route between the U.S. and Europe. It will be operated by the CAA and American Airlines. Round-trip fare between the two cities will be reduced to \$1,100. The fare will be \$1,000 for CAA passengers and \$1,100 for American.

PEPS—Will inaugurate BOAC flights to Venezuela. This marking that the airline has its own booking system to handle Latin American service.

American Midwest—Has been authorized to serve the Argentinian market. It will also be authorized to offer TACA service to affiliated with TACA Airlines.

Pilot-Pay Hearings Continued to July 7

The President's fast-finding panel, hearing pilot wage claims and airline arbitrations in New York City, has been extended 38 days to July 7 to get all testimony. Wage rate demands by the Air Line Pilots Assn., which argued that airlines are flying "target" rates more productive companies, have been repeatedly countered by the Airlines Negotiating Committee as "ridiculous" and "unjustified."

Airlines insist that Deceases #3 is in effect for more than a decade, is inadequate for all rate improvements. But ALPA not only wants upward revisions for its claims, but also hours and mileage pay for on-call pilots. **Co-Pilot Pay**—Union claims would



TCA USING SIX LANCASTERNS

One of six Lancasters used by Trans-Canada Air Lines for transoceanic flights departs at Montreal Airport. These flights weekly are scheduled between Montreal and Prestwick, Scotland. Normal flying time, 17 hrs round trip, 16 hrs, 15 min. The ship carries a crew of five, eight to 38 passengers, and 2,000 lbs of mail, express, and baggage. (Merlin & Kellman photo)

host co-pilot base pay from present \$230 to \$316 domestic and \$236 overseas at the end of the first year for flying DC-4s and Constellations. By end of the fourth year, they would receive \$336 domestic and \$410 overseas. Hourly compensation would be \$11.00 for day and \$12.00 for Constellation night flying, and \$1.50 day and \$1.70 night for a DC-4. Mileage would start at 34¢ per mile for the first 10,000 m. on Constellations and drop to 1¢ per mile for over 10,000 m. On a DC-4, first 10,000 m. would be 2¢ and compensation would be 1¢ per mile.

ALPA—Claims—Used, on-call pilots spend so much time on the ground in the air that the amount of pilot time was made with those of regular and stand-by specialists. Effort was made to compensate income with wholesale milk routes in Chicago earning \$12,000 annually. But the airline attorney developed the point that consultants were paid out of the.

ALPA Head David Behrman introduced rules change association wanted covering adjustments of payments for pilot stand-by expenses; adjustment of insurance benefits for expense plans; use of highest workers' compensation standards both as minimums held and among states of the U.S., and carriers of minimum pay to any pilot held ahead as highest, raising, or, if not decided legally as ad.

ALPA—Claim—E. J. Wherry, ALPA executive, was held by the Commission as cause wage arbitration of almost 100% since 1954. The ass'd flying hours needed in wage computations have been reduced so that pilot insurance premiums are less than for railroad men or even in many factories.

Technical Data Tops Agenda of PICAO

Non-controversial discussions focused later on commercial rights agreement.

Montreal (Soviet)—Technical problems relating to establishment of an adequate system of international air navigation facilities assumed top importance on the agenda of the first assembly of the Pan-American International Civil Aviation Organization following its adoption of a general agreement over the multilateral convention on commercial flights.

But important though the technical questions are to world air transport, the comparatively non-controversial discussions of them as commissioners and sub-commissions was overshadowed by lengthy wrangling over such topics as the choice of a permanent seat for the organization and the filling of the vacant seat on the Interim Council.

Most discussion as far as has been in sub-groups of the Assembly and decisions have taken the form of recommendations to the body as a whole for final action during the last few days of the meeting. Early last week the session was adjourned to May 27 by Secretary-General and by Secretary (June 1).

A revised budget for PICAO was made public, and the U.S. government has been allotted to \$105,000. Soviet, Portuguese, Peru, Chile and Brazil will also pay more than the original \$10,000. New members—Poland and Norway, considered war-ravaged neutrals, will pay less. Turkey for the United Kingdom, Canada, China and France receive the same.

Poland's present status with the organization remains in doubt since

William A. M. Burden, chief of the U.S. delegation, revealed that the Nation intended to withdraw from PICAO. Possessable reason was that the final act of the Chicago Conference was signed by the London Polish government, which has since been replaced. Poland has no representation at the present Assembly.

A sharp revision of British policy in international aviation became apparent. Sir Donald Sturz, the U.K. based Minister of Civil Aviation, who was invited to add a second round trip next month when another Conference will be placed in session. Acquisition of a third Lockheed to handle peak vacation travel this summer is being considered. **Stakeholders**—Appropriation—Flights often leave terminals and arrive at intermediate points at approximately the same time of day, Cavanaugh admitted. He emphasized, however, that the hour of departure was regulated primarily by the passengers' wishes and the necessity of completing northbound legs to London.

Dobell advertised his service. Cavanaugh stated, but does not publish schedules or fares, and no one can see it if held itself out to

the public as a scheduled carrier. Cavanaugh said the airline was started to prove the need for the service and Dobell's ability to provide it. Initial operations began Jan. 14 of this year with four-passenger, twin-engine Comets, and the London service was consolidated March 27. This service will be discontinued if CAL refuses to grant Dobell a certificate. If, however, that and other routes applied for are approved, Dobell's service will be increased from \$400,000 to \$400,000 and a total of three Lockheed and two DC-3s will be used.

Officers in addition to Cavanaugh are Paul J. Townsend, Jr., executive vice president; Ales G. Bagshaw, vice president in charge of operations; and T. J. Lauri, secretary-treasurer. Stockholders, management and flight personnel are all Naval Air Service vets.

Ryan Gets Degree

Carl Von Chamier Oswald Ryan was given an honorary Doctor of Laws degree by Salem College, Salem, W. Va., on May 29, in recognition of his contributions to education and public welfare.

Now! Federal Aid for Air Harbors

On May 13, President Truman signed the \$300,000,000 Federal Airport Act. Under the provisions of this Act, funds will be allocated to the local development of airports and air harbors.

This means that municipalities can now take the cost of building air harbors with the Federal Government. However, the local government is re-

sponsible for making the necessary plans. Your town can now turn by developing an Air Harbor site, acquiring a minimum cost in land, such items as sea walls, ramps, docks, boats and marine facilities can be included within your municipal budget. Why not investigate the possibility of putting YOUR TOWN on the Air Harbor map?

WRITE TODAY FOR EDO'S ILLUSTRATED BROCHURE

"AIR HARBORS"

You'll find it packed with authoritative information on floating boats and figures on air harbor facilities. Send a letter to the address below will bring your copy by return mail.



AIRCRAFT ENGINEERS

would you like to work in a small aircraft company that has been in business for 21 years and is well established in the industry? We would like to expand our firm with well qualified and experienced Engineers who like design and want to work under conditions that only a small company can offer.

POSITIONS

now open
In our Engineering Department for
the following:

CHIEF DESIGNER
AERODYNAMISTS
LAYOUT DEPARTMENT
STRUCTURAL DESIGNERS

Write giving full resume and
pastoral details to:

Box 327, Suite 617
1457 Broadway, N. Y. C.

FOR SALE SEAPLANE BASE

Excellent privately owned base on Atlantic City, Pennsylvania and has facilities of four boats. Over 1000 ft. of docks, boat house, office, garage, laundry and other buildings, parking lot. On Long Island, only boats for sale. For sale.

BD-156, AVIATION NEWS
230 W. 42nd St., New York 18, N. Y.

New Italian Transport Waits Allied Approval

Bosca-Zappata 308 four-engine prototype ready for final assembly and flight tests.

Release of photographs and data on a new and advanced Italian four-engine airliner, the Bosca-Zappata 308, reveals the various processes of Italian aircraft manufacturers and perhaps promises the early return of Italy to the international air transport field. The 44-seat airliner is strikingly similar to our own Lockheed Constellation and, if further construction is permitted by Allied authorities, may well rival the latter in performance and load-carrying capacity.

Major components of the new transport, including the fuselage, have been completed but final assembly and flight tests have been indefinitely held by action of the Allied Control Commission. Interfered further, however, expression of confidence that authorization will be forthcoming promptly and work will be resumed at an early date.

Designed by Zappata, The design is the work of Filippo Seppia, noted Italian engineer. It is an all-metal, low-wing monoplane with two vertical stabilizers mounted at the tips of the nose-fuselage-dihedralized horizontal stabilizers. The two-spar wing order section is an integral part of the fuselage and contains the four engine mounts. Right fuel tanks are contained in the center section and four additional tanks are located in the outer panels to provide a total fuel capacity of 4,000 gallons at 2,100 lbs. per gallon.

The proposed trans-Atlantic version with larger engines is expected to weigh 165,400 lbs. and to cruise at 320 mph.

The fuselage contains the flight

crew, made up of two pilots, navigator, radio operator and flight engineer, two passenger compartments, lavatories, baggage storage, galley and passenger entrance, which retracts in the lower rear fuselage. The front cabin fully retracts, leaving a seat and holds which are available in flight.

These features are planned:

A passenger model with seats for 88 passengers, 34 in the forward compartment and 54 in the aft compartment. The seats are arranged in pairs on an other side of a center aisle replete with overhead bins.

A combination passenger-cargo version with provisions for 38 passengers in the aft compartment and up to 5,000 lbs. of cargo in the forward compartment.

A variation of the above with additional cargo space forward making necessary a smaller front crew. The cargo hold is fitted with large doors which, when folded up, serve as a platform for loading. An additional service door is provided at the rear door.

Present plans call for the installation of four 2,000 hp radial, air-cooled engines of unannounced manufacturer. Future models will employ British or American engines of up to 2,500 hp each. Specifications include:

Span 128 ft., 2 in., length 110 ft., height 35 ft. 5 1/2 in., or approximately the size of the Boeing 314A.

Gross weight 56,100 lbs., normal gross weight 59,600 lbs., maximum gross weight 62,300 lbs.

Performance figures indicate a top speed of 310 mph. and a cruising speed of 282 mph. Maximum range is 4,000 miles at 200 mph.

The proposed trans-Atlantic version with larger engines is expected to weigh 165,400 lbs. and to cruise at 320 mph.

Monarch Equipment Switch Sits Protest From Western

Western Air Lines has protested strongly to CAB against the announced plan of Monarch Air Lines (formerly Ray Wilson, Inc.) to use DC-3s instead of Beechcraft 18s on the Rocky Mountain feeder routes. Monarch's action, according to Western, upsets the basis of the Board's decision to certificate Monarch and 6000-foot single runway to reopen the Rocky Mountain area to air traffic.

The Board chose Monarch over WAL for the Salt Lake City-Albuquerque route for two principal reasons, Western contended, 1) because Western's estimated costs were higher, based on DC-3 operations; 2) because traffic potential on the route was as low as to favor use of the smaller Beech planes by Monarch instead of the DC-3.

The operation Monarch now plans, Western concluded, differs markedly from the proposed presented to the Board that "a re-appraisal of the factors leading to selection of the carrier is required."

UAL Handles Weather

United Air Lines, as a new phase of its trans-Pacific operations for the Air Transport Command, is helping establish and man air weather and reconnaissance stations from the Pacific Coast to the Orient. Two daily round trips between San Francisco and Tokyo and California and Honolulu are now being made for ATC by United or sub-contractors, enterprises largely being established by the Japanese government and communications. United will staff such stations in Hickam Field, Honolulu, Kwajalein Island, Iwo Jima, Okinawa, Guam, Manila, Shanghai and Tokyo.

CAB SCHEDULE

- June 10: Franchise for Motor Athlonics was granted to John F. Quigley Jr. (see p. 411).
- June 11: Monarch Air Lines, New York, Alaska, and Hawaii.
- June 12: Boundary of exhibit in United Air Lines-Beechcraft 18 and Beechcraft 19.
- June 13: Franchise of authority to route and operate a trans-Pacific flight between San Francisco and Tokyo.
- June 14: Exhibit on Beechcraft 18s.
- June 15: Franchise of authority to route and operate a trans-Pacific flight between San Francisco and Tokyo.
- June 16: Franchise on Beechcraft 18s.
- June 17: Franchise on Beechcraft 18s.
- June 18: Franchise on Beechcraft 18s.
- June 19: Franchise on Beechcraft 18s.
- June 20: Franchise on Beechcraft 18s.
- June 21: Franchise on Beechcraft 18s.
- June 22: Franchise on Beechcraft 18s.
- June 23: Franchise on Beechcraft 18s.
- June 24: Franchise on Beechcraft 18s.
- June 25: Franchise on Beechcraft 18s.
- June 26: Franchise on Beechcraft 18s.
- June 27: Franchise on Beechcraft 18s.
- June 28: Franchise on Beechcraft 18s.
- June 29: Franchise on Beechcraft 18s.
- June 30: Franchise on Beechcraft 18s.
- July 1: Franchise on Beechcraft 18s.
- July 2: Franchise on Beechcraft 18s.
- July 3: Franchise on Beechcraft 18s.
- July 4: Franchise on Beechcraft 18s.
- July 5: Franchise on Beechcraft 18s.
- July 6: Franchise on Beechcraft 18s.
- July 7: Franchise on Beechcraft 18s.
- July 8: Franchise on Beechcraft 18s.
- July 9: Franchise on Beechcraft 18s.
- July 10: Franchise on Beechcraft 18s.
- July 11: Franchise on Beechcraft 18s.
- July 12: Franchise on Beechcraft 18s.
- July 13: Franchise on Beechcraft 18s.
- July 14: Franchise on Beechcraft 18s.
- July 15: Franchise on Beechcraft 18s.
- July 16: Franchise on Beechcraft 18s.
- July 17: Franchise on Beechcraft 18s.
- July 18: Franchise on Beechcraft 18s.
- July 19: Franchise on Beechcraft 18s.
- July 20: Franchise on Beechcraft 18s.
- July 21: Franchise on Beechcraft 18s.
- July 22: Franchise on Beechcraft 18s.
- July 23: Franchise on Beechcraft 18s.
- July 24: Franchise on Beechcraft 18s.
- July 25: Franchise on Beechcraft 18s.
- July 26: Franchise on Beechcraft 18s.
- July 27: Franchise on Beechcraft 18s.
- July 28: Franchise on Beechcraft 18s.
- July 29: Franchise on Beechcraft 18s.
- July 30: Franchise on Beechcraft 18s.
- July 31: Franchise on Beechcraft 18s.
- Aug. 1: Franchise on Beechcraft 18s.
- Aug. 2: Franchise on Beechcraft 18s.
- Aug. 3: Franchise on Beechcraft 18s.
- Aug. 4: Franchise on Beechcraft 18s.
- Aug. 5: Franchise on Beechcraft 18s.
- Aug. 6: Franchise on Beechcraft 18s.
- Aug. 7: Franchise on Beechcraft 18s.
- Aug. 8: Franchise on Beechcraft 18s.
- Aug. 9: Franchise on Beechcraft 18s.
- Aug. 10: Franchise on Beechcraft 18s.
- Aug. 11: Franchise on Beechcraft 18s.
- Aug. 12: Franchise on Beechcraft 18s.
- Aug. 13: Franchise on Beechcraft 18s.
- Aug. 14: Franchise on Beechcraft 18s.
- Aug. 15: Franchise on Beechcraft 18s.
- Aug. 16: Franchise on Beechcraft 18s.
- Aug. 17: Franchise on Beechcraft 18s.
- Aug. 18: Franchise on Beechcraft 18s.
- Aug. 19: Franchise on Beechcraft 18s.
- Aug. 20: Franchise on Beechcraft 18s.
- Aug. 21: Franchise on Beechcraft 18s.
- Aug. 22: Franchise on Beechcraft 18s.
- Aug. 23: Franchise on Beechcraft 18s.
- Aug. 24: Franchise on Beechcraft 18s.
- Aug. 25: Franchise on Beechcraft 18s.
- Aug. 26: Franchise on Beechcraft 18s.
- Aug. 27: Franchise on Beechcraft 18s.
- Aug. 28: Franchise on Beechcraft 18s.
- Aug. 29: Franchise on Beechcraft 18s.
- Aug. 30: Franchise on Beechcraft 18s.
- Aug. 31: Franchise on Beechcraft 18s.
- Sept. 1: Franchise on Beechcraft 18s.
- Sept. 2: Franchise on Beechcraft 18s.
- Sept. 3: Franchise on Beechcraft 18s.
- Sept. 4: Franchise on Beechcraft 18s.
- Sept. 5: Franchise on Beechcraft 18s.
- Sept. 6: Franchise on Beechcraft 18s.
- Sept. 7: Franchise on Beechcraft 18s.
- Sept. 8: Franchise on Beechcraft 18s.
- Sept. 9: Franchise on Beechcraft 18s.
- Sept. 10: Franchise on Beechcraft 18s.
- Sept. 11: Franchise on Beechcraft 18s.
- Sept. 12: Franchise on Beechcraft 18s.
- Sept. 13: Franchise on Beechcraft 18s.
- Sept. 14: Franchise on Beechcraft 18s.
- Sept. 15: Franchise on Beechcraft 18s.
- Sept. 16: Franchise on Beechcraft 18s.
- Sept. 17: Franchise on Beechcraft 18s.
- Sept. 18: Franchise on Beechcraft 18s.
- Sept. 19: Franchise on Beechcraft 18s.
- Sept. 20: Franchise on Beechcraft 18s.
- Sept. 21: Franchise on Beechcraft 18s.
- Sept. 22: Franchise on Beechcraft 18s.
- Sept. 23: Franchise on Beechcraft 18s.
- Sept. 24: Franchise on Beechcraft 18s.
- Sept. 25: Franchise on Beechcraft 18s.
- Sept. 26: Franchise on Beechcraft 18s.
- Sept. 27: Franchise on Beechcraft 18s.
- Sept. 28: Franchise on Beechcraft 18s.
- Sept. 29: Franchise on Beechcraft 18s.
- Sept. 30: Franchise on Beechcraft 18s.
- Oct. 1: Franchise on Beechcraft 18s.
- Oct. 2: Franchise on Beechcraft 18s.
- Oct. 3: Franchise on Beechcraft 18s.
- Oct. 4: Franchise on Beechcraft 18s.
- Oct. 5: Franchise on Beechcraft 18s.
- Oct. 6: Franchise on Beechcraft 18s.
- Oct. 7: Franchise on Beechcraft 18s.
- Oct. 8: Franchise on Beechcraft 18s.
- Oct. 9: Franchise on Beechcraft 18s.
- Oct. 10: Franchise on Beechcraft 18s.
- Oct. 11: Franchise on Beechcraft 18s.
- Oct. 12: Franchise on Beechcraft 18s.
- Oct. 13: Franchise on Beechcraft 18s.
- Oct. 14: Franchise on Beechcraft 18s.
- Oct. 15: Franchise on Beechcraft 18s.
- Oct. 16: Franchise on Beechcraft 18s.
- Oct. 17: Franchise on Beechcraft 18s.
- Oct. 18: Franchise on Beechcraft 18s.
- Oct. 19: Franchise on Beechcraft 18s.
- Oct. 20: Franchise on Beechcraft 18s.
- Oct. 21: Franchise on Beechcraft 18s.
- Oct. 22: Franchise on Beechcraft 18s.
- Oct. 23: Franchise on Beechcraft 18s.
- Oct. 24: Franchise on Beechcraft 18s.
- Oct. 25: Franchise on Beechcraft 18s.
- Oct. 26: Franchise on Beechcraft 18s.
- Oct. 27: Franchise on Beechcraft 18s.
- Oct. 28: Franchise on Beechcraft 18s.
- Oct. 29: Franchise on Beechcraft 18s.
- Oct. 30: Franchise on Beechcraft 18s.
- Oct. 31: Franchise on Beechcraft 18s.
- Nov. 1: Franchise on Beechcraft 18s.
- Nov. 2: Franchise on Beechcraft 18s.
- Nov. 3: Franchise on Beechcraft 18s.
- Nov. 4: Franchise on Beechcraft 18s.
- Nov. 5: Franchise on Beechcraft 18s.
- Nov. 6: Franchise on Beechcraft 18s.
- Nov. 7: Franchise on Beechcraft 18s.
- Nov. 8: Franchise on Beechcraft 18s.
- Nov. 9: Franchise on Beechcraft 18s.
- Nov. 10: Franchise on Beechcraft 18s.
- Nov. 11: Franchise on Beechcraft 18s.
- Nov. 12: Franchise on Beechcraft 18s.
- Nov. 13: Franchise on Beechcraft 18s.
- Nov. 14: Franchise on Beechcraft 18s.
- Nov. 15: Franchise on Beechcraft 18s.
- Nov. 16: Franchise on Beechcraft 18s.
- Nov. 17: Franchise on Beechcraft 18s.
- Nov. 18: Franchise on Beechcraft 18s.
- Nov. 19: Franchise on Beechcraft 18s.
- Nov. 20: Franchise on Beechcraft 18s.
- Nov. 21: Franchise on Beechcraft 18s.
- Nov. 22: Franchise on Beechcraft 18s.
- Nov. 23: Franchise on Beechcraft 18s.
- Nov. 24: Franchise on Beechcraft 18s.
- Nov. 25: Franchise on Beechcraft 18s.
- Nov. 26: Franchise on Beechcraft 18s.
- Nov. 27: Franchise on Beechcraft 18s.
- Nov. 28: Franchise on Beechcraft 18s.
- Nov. 29: Franchise on Beechcraft 18s.
- Nov. 30: Franchise on Beechcraft 18s.
- Dec. 1: Franchise on Beechcraft 18s.
- Dec. 2: Franchise on Beechcraft 18s.
- Dec. 3: Franchise on Beechcraft 18s.
- Dec. 4: Franchise on Beechcraft 18s.
- Dec. 5: Franchise on Beechcraft 18s.
- Dec. 6: Franchise on Beechcraft 18s.
- Dec. 7: Franchise on Beechcraft 18s.
- Dec. 8: Franchise on Beechcraft 18s.
- Dec. 9: Franchise on Beechcraft 18s.
- Dec. 10: Franchise on Beechcraft 18s.
- Dec. 11: Franchise on Beechcraft 18s.
- Dec. 12: Franchise on Beechcraft 18s.
- Dec. 13: Franchise on Beechcraft 18s.
- Dec. 14: Franchise on Beechcraft 18s.
- Dec. 15: Franchise on Beechcraft 18s.
- Dec. 16: Franchise on Beechcraft 18s.
- Dec. 17: Franchise on Beechcraft 18s.
- Dec. 18: Franchise on Beechcraft 18s.
- Dec. 19: Franchise on Beechcraft 18s.
- Dec. 20: Franchise on Beechcraft 18s.
- Dec. 21: Franchise on Beechcraft 18s.
- Dec. 22: Franchise on Beechcraft 18s.
- Dec. 23: Franchise on Beechcraft 18s.
- Dec. 24: Franchise on Beechcraft 18s.
- Dec. 25: Franchise on Beechcraft 18s.
- Dec. 26: Franchise on Beechcraft 18s.
- Dec. 27: Franchise on Beechcraft 18s.
- Dec. 28: Franchise on Beechcraft 18s.
- Dec. 29: Franchise on Beechcraft 18s.
- Dec. 30: Franchise on Beechcraft 18s.
- Dec. 31: Franchise on Beechcraft 18s.
- Jan. 1: Franchise on Beechcraft 18s.
- Jan. 2: Franchise on Beechcraft 18s.
- Jan. 3: Franchise on Beechcraft 18s.
- Jan. 4: Franchise on Beechcraft 18s.
- Jan. 5: Franchise on Beechcraft 18s.
- Jan. 6: Franchise on Beechcraft 18s.
- Jan. 7: Franchise on Beechcraft 18s.
- Jan. 8: Franchise on Beechcraft 18s.
- Jan. 9: Franchise on Beechcraft 18s.
- Jan. 10: Franchise on Beechcraft 18s.
- Jan. 11: Franchise on Beechcraft 18s.
- Jan. 12: Franchise on Beechcraft 18s.
- Jan. 13: Franchise on Beechcraft 18s.
- Jan. 14: Franchise on Beechcraft 18s.
- Jan. 15: Franchise on Beechcraft 18s.
- Jan. 16: Franchise on Beechcraft 18s.
- Jan. 17: Franchise on Beechcraft 18s.
- Jan. 18: Franchise on Beechcraft 18s.
- Jan. 19: Franchise on Beechcraft 18s.
- Jan. 20: Franchise on Beechcraft 18s.
- Jan. 21: Franchise on Beechcraft 18s.
- Jan. 22: Franchise on Beechcraft 18s.
- Jan. 23: Franchise on Beechcraft 18s.
- Jan. 24: Franchise on Beechcraft 18s.
- Jan. 25: Franchise on Beechcraft 18s.
- Jan. 26: Franchise on Beechcraft 18s.
- Jan. 27: Franchise on Beechcraft 18s.
- Jan. 28: Franchise on Beechcraft 18s.
- Jan. 29: Franchise on Beechcraft 18s.
- Jan. 30: Franchise on Beechcraft 18s.
- Jan. 31: Franchise on Beechcraft 18s.
- Feb. 1: Franchise on Beechcraft 18s.
- Feb. 2: Franchise on Beechcraft 18s.
- Feb. 3: Franchise on Beechcraft 18s.
- Feb. 4: Franchise on Beechcraft 18s.
- Feb. 5: Franchise on Beechcraft 18s.
- Feb. 6: Franchise on Beechcraft 18s.
- Feb. 7: Franchise on Beechcraft 18s.
- Feb. 8: Franchise on Beechcraft 18s.
- Feb. 9: Franchise on Beechcraft 18s.
- Feb. 10: Franchise on Beechcraft 18s.
- Feb. 11: Franchise on Beechcraft 18s.
- Feb. 12: Franchise on Beechcraft 18s.
- Feb. 13: Franchise on Beechcraft 18s.
- Feb. 14: Franchise on Beechcraft 18s.
- Feb. 15: Franchise on Beechcraft 18s.
- Feb. 16: Franchise on Beechcraft 18s.
- Feb. 17: Franchise on Beechcraft 18s.
- Feb. 18: Franchise on Beechcraft 18s.
- Feb. 19: Franchise on Beechcraft 18s.
- Feb. 20: Franchise on Beechcraft 18s.
- Feb. 21: Franchise on Beechcraft 18s.
- Feb. 22: Franchise on Beechcraft 18s.
- Feb. 23: Franchise on Beechcraft 18s.
- Feb. 24: Franchise on Beechcraft 18s.
- Feb. 25: Franchise on Beechcraft 18s.
- Feb. 26: Franchise on Beechcraft 18s.
- Feb. 27: Franchise on Beechcraft 18s.
- Feb. 28: Franchise on Beechcraft 18s.
- Feb. 29: Franchise on Beechcraft 18s.
- Feb. 30: Franchise on Beechcraft 18s.
- Feb. 31: Franchise on Beechcraft 18s.
- Mar. 1: Franchise on Beechcraft 18s.
- Mar. 2: Franchise on Beechcraft 18s.
- Mar. 3: Franchise on Beechcraft 18s.
- Mar. 4: Franchise on Beechcraft 18s.
- Mar. 5: Franchise on Beechcraft 18s.
- Mar. 6: Franchise on Beechcraft 18s.
- Mar. 7: Franchise on Beechcraft 18s.
- Mar. 8: Franchise on Beechcraft 18s.
- Mar. 9: Franchise on Beechcraft 18s.
- Mar. 10: Franchise on Beechcraft 18s.
- Mar. 11: Franchise on Beechcraft 18s.
- Mar. 12: Franchise on Beechcraft 18s.
- Mar. 13: Franchise on Beechcraft 18s.
- Mar. 14: Franchise on Beechcraft 18s.
- Mar. 15: Franchise on Beechcraft 18s.
- Mar. 16: Franchise on Beechcraft 18s.
- Mar. 17: Franchise on Beechcraft 18s.
- Mar. 18: Franchise on Beechcraft 18s.
- Mar. 19: Franchise on Beechcraft 18s.
- Mar. 20: Franchise on Beechcraft 18s.
- Mar. 21: Franchise on Beechcraft 18s.
- Mar. 22: Franchise on Beechcraft 18s.
- Mar. 23: Franchise on Beechcraft 18s.
- Mar. 24: Franchise on Beechcraft 18s.
- Mar. 25: Franchise on Beechcraft 18s.
- Mar. 26: Franchise on Beechcraft 18s.
- Mar. 27: Franchise on Beechcraft 18s.
- Mar. 28: Franchise on Beechcraft 18s.
- Mar. 29: Franchise on Beechcraft 18s.
- Mar. 30: Franchise on Beechcraft 18s.
- Mar. 31: Franchise on Beechcraft 18s.
- Apr. 1: Franchise on Beechcraft 18s.
- Apr. 2: Franchise on Beechcraft 18s.
- Apr. 3: Franchise on Beechcraft 18s.
- Apr. 4: Franchise on Beechcraft 18s.
- Apr. 5: Franchise on Beechcraft 18s.
- Apr. 6: Franchise on Beechcraft 18s.
- Apr. 7: Franchise on Beechcraft 18s.
- Apr. 8: Franchise on Beechcraft 18s.
- Apr. 9: Franchise on Beechcraft 18s.
- Apr. 10: Franchise on Beechcraft 18s.
- Apr. 11: Franchise on Beechcraft 18s.
- Apr. 12: Franchise on Beechcraft 18s.
- Apr. 13: Franchise on Beechcraft 18s.
- Apr. 14: Franchise on Beechcraft 18s.
- Apr. 15: Franchise on Beechcraft 18s.
- Apr. 16: Franchise on Beechcraft 18s.
- Apr. 17: Franchise on Beechcraft 18s.
- Apr. 18: Franchise on Beechcraft 18s.
- Apr. 19: Franchise on Beechcraft 18s.
- Apr. 20: Franchise on Beechcraft 18s.
- Apr. 21: Franchise on Beechcraft 18s.
- Apr. 22: Franchise on Beechcraft 18s.
- Apr. 23: Franchise on Beechcraft 18s.
- Apr. 24: Franchise on Beechcraft 18s.
- Apr. 25: Franchise on Beechcraft 18s.
- Apr. 26: Franchise on Beechcraft 18s.
- Apr. 27: Franchise on Beechcraft 18s.
- Apr. 28: Franchise on Beechcraft 18s.
- Apr. 29: Franchise on Beechcraft 18s.
- Apr. 30: Franchise on Beechcraft 18s.
- May 1: Franchise on Beechcraft 18s.
- May 2: Franchise on Beechcraft 18s.
- May 3: Franchise on Beechcraft 18s.
- May 4: Franchise on Beechcraft 18s.
- May 5: Franchise on Beechcraft 18s.
- May 6: Franchise on Beechcraft 18s.
- May 7: Franchise on Beechcraft 18s.
- May 8: Franchise on Beechcraft 18s.
- May 9: Franchise on Beechcraft 18s.
- May 10: Franchise on Beechcraft 18s.
- May 11: Franchise on Beechcraft 18s.
- May 12: Franchise on Beechcraft 18s.
- May 13: Franchise on Beechcraft 18s.
- May 14: Franchise on Beechcraft 18s.
- May 15: Franchise on Beechcraft 18s.
- May 16: Franchise on Beechcraft 18s.
- May 17: Franchise on Beechcraft 18s.
- May 18: Franchise on Beechcraft 18s.
- May 19: Franchise on Beechcraft 18s.
- May 20: Franchise on Beechcraft 18s.
- May 21: Franchise on Beechcraft 18s.
- May 22: Franchise on Beechcraft 18s.
- May 23: Franchise on Beechcraft 18s.
- May 24: Franchise on Beechcraft 18s.
- May 25: Franchise on Beechcraft 18s.
- May 26: Franchise on Beechcraft 18s.
- May 27: Franchise on Beechcraft 18s.
- May 28: Franchise on Beechcraft 18s.
- May 29: Franchise on Beechcraft 18s.
- May 30: Franchise on Beechcraft 18s.
- May 31: Franchise on Beechcraft 18s.
- June 1: Franchise on Beechcraft 18s.
- June 2: Franchise on Beechcraft 18s.
- June 3: Franchise on Beechcraft 18s.
- June 4: Franchise on Beechcraft 18s.
- June 5: Franchise on Beechcraft 18s.
- June 6: Franchise on Beechcraft 18s.
- June 7: Franchise on Beechcraft 18s.
- June 8: Franchise on Beechcraft 18s.
- June 9: Franchise on Beechcraft 18s.
- June 10: Franchise on Beechcraft 18s.
- June 11: Franchise on Beechcraft 18s.
- June 12: Franchise on Beechcraft 18s.
- June 13: Franchise on Beechcraft 18s.
- June 14: Franchise on Beechcraft 18s.
- June 15: Franchise on Beechcraft 18s.
- June 16: Franchise on Beechcraft 18s.
- June 17: Franchise on Beechcraft 18s.
- June 18: Franchise on Beechcraft 18s.
- June 19: Franchise on Beechcraft 18s.
- June 20: Franchise on Beechcraft 18s.
- June 21: Franchise on Beechcraft 18s.
- June 22: Franchise on Beechcraft 18s.
- June 23: Franchise on Beechcraft 18s.
- June 24: Franchise on Beechcraft 18s.
- June 25: Franchise on Beechcraft 18s.
- June 26: Franchise on Beechcraft 18s.
- June 27: Franchise on Beechcraft 18s.
- June 28: Franchise on Beechcraft 18s.
- June 29: Franchise on Beechcraft 18s.
- June 30: Franchise on Beechcraft 18s.
- July 1: Franchise on Beechcraft 18s.
- July 2: Franchise on Beechcraft 18s.
- July 3: Franchise on Beechcraft 18s.
- July 4: Franchise on Beechcraft 18s.
- July 5: Franchise on Beechcraft 18s.
- July 6: Franchise on Beechcraft 18s.
- July 7: Franchise on Beechcraft 18s.
- July 8: Franchise on Beechcraft 18s.
- July 9: Franchise on Beechcraft 18s.
- July 10: Franchise on Beechcraft 18s.
- July 11: Franchise on Beechcraft 18s.
- July 12: Franchise on Beechcraft 18s.
- July 13: Franchise on Beechcraft 18s.
- July 14: Franchise on Beechcraft 18s.
- July 15: Franchise on Beechcraft 18s.
- July 16: Franchise on Beechcraft 18s.
- July 17: Franchise on Beechcraft 18s.
- July 18: Franchise on Beechcraft 18s.
- July 19: Franchise on Beechcraft 18s.
- July 20: Franchise on Beechcraft 18s.
- July 21: Franchise on Beechcraft 18s.
- July 22: Franchise on Beechcraft 18s.
- July 23: Franchise on Beechcraft 18s.
- July 24: Franchise on Beechcraft 18s.
- July 25: Franchise on Beechcraft 18s.
- July 26: Franchise on Beechcraft 18s.
- July 27: Franchise on Beechcraft 18s.
- July 28: Franchise on Beechcraft 18s.
- July 29: Franchise on Beechcraft 18s.
- July 30: Franchise on Beechcraft 18s.
- July 31: Franchise on Beechcraft 18s.
- Aug. 1: Franchise on Beechcraft 18s.
- Aug. 2: Franchise on Beechcraft 18s.
- Aug. 3: Franchise on Beechcraft 18s.
- Aug. 4: Franchise on Beechcraft 18s.
- Aug. 5: Franchise on Beechcraft 18s.
- Aug. 6: Franchise on Beechcraft 18s.
- Aug. 7: Franchise on Beechcraft 18s.
- Aug. 8: Franchise on Beechcraft 18s.
- Aug. 9: Franchise on Beechcraft 18s.
- Aug. 10: Franchise on Beechcraft 18s.
- Aug. 11: Franchise on Beechcraft 18s.
- Aug. 12: Franchise on Beechcraft 18s.
- Aug. 13: Franchise on Beechcraft 18s.
- Aug. 14: Franchise on Beechcraft 18s.
- Aug. 15: Franchise on Beechcraft 18s.
- Aug. 16: Franchise on Beechcraft 18s.
- Aug. 17: Franchise on Beechcraft 18s.
- Aug. 18: Franchise on Beechcraft 18s.
- Aug. 19: Franchise on Beechcraft 18s.
- Aug. 20: Franchise on Beechcraft 18s.
- Aug. 21: Franchise on Beechcraft 18s.
- Aug. 22: Franchise on Beechcraft 18s.
- Aug. 23: Franchise on Beechcraft 18s.
- Aug. 24: Franchise on Beechcraft 18s.
- Aug. 25: Franchise on Beechcraft 18s.
- Aug. 26: Franchise on Beechcraft 18s.
- Aug. 27: Franchise on Beechcraft 18s.
- Aug. 28: Franchise on Beechcraft 18s.
- Aug. 29: Franchise on Beechcraft 18s.
- Aug. 30: Franchise on Beechcraft 18s.
- Aug. 31: Franchise on Beechcraft 18s.
- Sept. 1: Franchise on Beechcraft 18s.
- Sept. 2: Franchise on Beechcraft 18s.
- Sept. 3: Franchise on Beechcraft 18s.
- Sept. 4: Franchise on Beechcraft 18s.
- Sept. 5: Franchise on Beechcraft 18s.
- Sept. 6: Franchise on Beechcraft 18s.
- Sept. 7: Franchise on Beechcraft 18s.
- Sept. 8: Franchise on Beechcraft 18s.
- Sept. 9: Franchise on Beechcraft 18s.
- Sept. 10: Franchise on Beechcraft 18s.
- Sept. 11: Franchise on Beechcraft 18s.
- Sept. 12: Franchise on Beechcraft 18s.
- Sept. 13: Franchise on Beechcraft 18s.
- Sept. 14: Franchise on Beechcraft 18s.
- Sept. 15: Franchise on Beechcraft 18s.
- Sept. 16: Franchise on Beechcraft 18s.
- Sept. 17: Franchise on Beechcraft 18s.
- Sept. 18: Franchise on Beechcraft 18s.
- Sept. 19: Franchise on Beechcraft 18s.
- Sept. 20: Franchise on Beechcraft 18s.
- Sept. 21: Franchise on Beechcraft 18s.
- Sept. 22: Franchise on Beechcraft 18s.
- Sept. 23: Franchise on Beechcraft 18s.
- Sept. 24: Franchise on Beechcraft 18s.
- Sept. 25: Franchise on Beechcraft 18s.
- Sept. 26: Franchise on Beechcraft 18s.
- Sept. 27: Franchise on Beechcraft 18s.
- Sept. 28: Franchise on Beechcraft 18s.
- Sept. 29: Franchise on Beechcraft 18s.
- Sept. 30: Franchise on Beechcraft 18s.
- Oct. 1: Franchise on Beechcraft 18s.
- Oct. 2: Franchise on Beechcraft 18s.
-

Arbitrary, Dictatorial Action

WHEN WILL CAA cease its dictatorial and arbitrary attitude toward the long suffering aviation public whose taxes maintain it? Only a few weeks ago it sprung, without notice, its proposal for maintaining its own aircraft in competition with private industry, attempting to get government into one more activity that had always been considered a commercial enterprise. Private industry rallied, marshalled its forces, and defeated most of the project on Capitol Hill.

The latest alarming example of star chamber malfeasance is seen in seriously inflating doctors' fees for examining commercial pilots from \$6 to \$15 for the first examination and to \$10 for others. Like so many per CAA trips which have been put over barnyard because CAA knew they would bring a public fight, this one was effected in a Safety Regulation release of very limited distribution. Believe it or not, but the regulation was dated April 30, and went into effect May 1.

It was not until indignant reports began to filter into Washington from the field, written by surprised commercial pilots who had just been to their examining physicians, that the public realized what had happened. CAA's elaborate "Information" Division, a development, knew about the increased fees but had refrained from putting out a public announcement until forced to by press inquaries. The press release appeared nearly a month after the new rates went into effect.

Aircraft Owners & Pilots Association has presented to the Administrator and United Pilots & Mechanics Association points out that not only was any public announcement avoided, but also any word whatsoever to any organization representing the non-airline commercial pilots. Apparently only the Aero Medical Association, the ATA, airline medical examiners, and the Air Line Pilots Association were sent copies of the regulation, and this was at the same time it went into effect.

UPMA, which is launching a campaign and a

national poll on the subject, points out that this increase in fees, based on 47,851 commercial pilots as of Dec. 31, represents an additional "take" of more than \$200,000 a year from the commercial pilots without even giving them or any of their representatives an opportunity to negotiate the increase.

CAA officials may have what they consider effective arguments for exempting Inc. just as they maintained they were saving public money by competing with private industry on extending CAA planes. But they are still indulging in deplorable, undercover maneuvering for which they are so notorious. Why not carry on business above the counter?

The Safety Regulation release ordering the new design is signed by F. M. Lanz, assistant administrator, who in the past has been more responsible for this type of summary action in his inspection and safety regulation actions than any other CAA official who comes to mind. By a strange quirk, it was Mr. Lanz who only a few days ago struck a general nation to all CAA regions on the subject of "Public Relations of Inspections."

Mr. Lester in his bulletin points out: "We are again receiving complaints regarding the activities of a few inspection with respect to their attitude and service. Safety Regulation is a service agency as well as an enforcement agency and it is our desire to secure compliance with regulations through cooperation and leadership rather than by dictatorial methods which defeat the very purposes we are attempting to achieve." Mr. Lester is to be commended for his bulletin, but it reveals that his left hand does not dare know what the right hand does, and it appears clear now that he has an idea of what public relations

When will CAA practice what it preaches? It is a service agency. The public can be pushed around only so long, and such despotic acts as that increase in fees without notice will bring patient to an end much sooner. CAA needs housecleaning, Mr. Wright.

Robert H. Wagoner

The logo consists of a blue stylized 'plus' sign followed by the text 'plus performance' in a blue sans-serif font.

minus weight

on ~~all~~ sizes of planes

with the BENDIX
segmented
ROTOR
BRAKE

BENDIX PRODUCTS DIVISION



© — EDMURGIAU



Frank Le Man, General Manager of Caldwell Wright Airport, is known to fliers all over the country. He has been associated with aviation 24 years, the past 15 with the Wright Aeronautical Corporation.



Caldwell Wright Airport's modern Radio Traffic Control Tower. Transmits on frequency 254 kc, controlling aircraft operations from three hard-surface runways.

Caldwell Wright Airport FOR "CUSTOM" SERVICE

CALDWELL Wright Airport in Caldwell, N. J., a division of Curtiss Wright Corporation, caters particularly to the de luxe private aircraft and corporate plane. Fliers get fast, friendly and efficient "custom" service from the time they land until they are given clearance—their every need is Caldwell Wright's first consideration. Convenient buses run on frequent schedules to and from mid-town New York.

Caldwell Wright Airport has won its nationwide prestige under the experienced direction of its general manager, Frank Le Man—himself a flier for over 20 years. The airport has complete facilities. Even the biggest transports use it for incidental operations. In addition, it serves as

Wright factory engine overhaul depot.

Caldwell Wright Airport uses Texaco Aviation Gasoline and Texaco Aircraft Engine Oil exclusively, and has done so for eight years! These are the famous Texaco aviation products used so widely by progressive airports and leading airlines everywhere. In fact—*more revenue airline miles in the U.S. are flown with Texaco Aircraft Engine Oil than with any other brand!*

For Texaco Aviation Products and Lubrication Engineering Service, call the nearest of the more than 2300 Texaco distributing plants in the 48 States, or write:

The Texas Company, Aviation Division, 135 East 42nd Street, New York 17, N. Y.



TEXACO Lubricants and Fuels
FOR THE AVIATION INDUSTRY

TUNE IN THE TEXACO STAR THEATRE EVERY SUNDAY NIGHT STARRING JAMES MELTON WITH HIS GUEST, ED WYNN—CBS